B.C. CENTENNIAL EDITION

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Victoria Daily Times

THE HOME PAPER Phone 2-3131

A CENTURY TO CELEBRATE

VOL. 125, No. 164 — VICTORIA, B.C., TUESDAY, JULY 15, 1958—102 PAGES — PRICE: 10 CENTS SATURDAY, 14 CENTS

U.S. Marines Land in Lebanon; UN Meets

Fairy Princess Comes to a Party

All eyes turned on the fairy-like figure of Princess Margaret Monday as she entered the beautiful tree-shadowed gardens at Government House, escorted by Lieutenant-Governor Frank Ross. The new Government House, under construction in the background, forms an impressive back-drop, while gay dresses at the garden party produce the effect of a multi-colored flower bed. (Halkett Photo.)

Britain Gives 'Full Support'

* * *

Crisis at a Glance

- **BEIRUT—First of 5,000 U.S. Marines, ordered to Lebanon by President Eisenhower, land on Beirut beach and control Beirut airport.**
- **WASHINGTON—President says troops, requested by President Chamoun of Lebanon, will safeguard Americans and protect Lebanon pending UN action.**
- **UNITED NATIONS—U.S. Ambassador Henry Cabot Lodge informs Security Council of marine landing in Lebanon and asks speedy UN action to stabilize the Middle East so U.S. forces can withdraw. Russia fails in effort to bar Iraqi delegate on the Security Council.**
- **LONDON—Britain announces support of U.S. Marine landings, withholds its own troops; alerts bases and fleet.**
- **BAGHDAD—Rebels say ousted Premier Nuri Said, variously reported dead and safe, was beaten to death by a mob; Iraqis held under tight curfew by new military regime.**

* * *

KING FEISAL
. . . still missing

ABDUL ILAH
. . . murdered

By JOSEPH W. GRIGG

LONDON (UPI)—The United States intervened today in the swiftly spreading Mid-Eastern crisis.

More than 5,000 battle-ready U.S. Marines, acting on direct orders from President Eisenhower, began landing at Beirut, Lebanon.

The U.S. action was taken with the "full support" of Britain.

The Marines streamed ashore from the U.S. Sixth Fleet under cover of war planes from the U.S. carrier Essex.

The British defence ministry announced the government had alerted a strategic reserve infantry brigade for possible action and had moved reinforcements to Aden and the Persian gulf.

It also announced "precautionary moves" by Royal Navy units in the Mediterranean and Persian Gulf.

The U.S. action was taken at the direct request of Lebanese President Camille Chamoun to protect Lebanon against "indirect aggression."

It was the first landing of U.S. troops in such force and circumstances since the Korean war and it came amid new war fears unprecedented since Korea and the dying days of the war in Indo-China.

It was touched off by Monday's surprise revolt in Iraq which toppled the government of 23-year-old King Feisal and faced the western world with the danger of a conflagration which could spread to Jordan and Lebanon, eventually engulfing Israel and the whole of the Middle East.

'Not an Act of War'—Eisenhower

President Eisenhower said the U.S. forces had "not been' sent as any act of war" but that they would demonstrate to the world United States concern "for the independence and integrity of Lebanon, which we deem vital to the national interest and world peace."

The president's action presented the United Nations Security Council with an accomplished fact and prevented any possible Russian delaying action.

The U.S. action was legal both by treaty and under the UN charter which provides for defensive action even before formal UN recognition that an emergency exists.

The Security Council was summoned into session today at U.S. request.

A message from the rebel Iraq regime today demanded that the meeting be delayed until a new Iraqi delegate could arrive to replace Iraqi Ambassador Abdul Majid Abbass. Secretary-General Dag Hammarskjold rejected the request.

U.S. Ambassador Henry Cabot Lodge informed the council of the troop landings and said the forces would be withdrawn "as soon as the United Nations can take over."

United Nations Diplomat Murdered

Lodge also informed the council that veteran United Nations diplomat Fadhil Al-Jamali was murdered in the Iraqui insurrection and his body dragged through the streets of Baghdad.

The American action amounted to a challenge to Russia and to the United Arab Republic of President Gamal Abdel Nasser whose government immediately recognized the revolutionary Iraq regime headed by leftist Brig.-Gen. Abdul-Karin Kassem.

Other developments in the grave new crisis:

BAGHDAD — The rebel-controlled Baghdad Radio first offered a $28,000 reward for the capture of former Premier Nuri Es-Said, but later said he had been shot and killed while trying to escape, disguised as a woman. The fate of King Feisal still was in doubt. The rebel regime imposed a strict curfew and banned groups of more than four to five persons.

Baghdad said Monday Crown Prince Abdul Ilah had been hanged on display in front of the same palace.

BEIRUT — The 2,500 Americans in Lebanon were ordered to assemble in a Beirut suburb. But the Pentagon in Washington said there were "no plans at present" to take them out of the country. U.S. Ambassador Robert G. McClintock flew his family out and some 150 other embassy employees and their families were prepared to leave within 48 hours.

MOSCOW — The official Soviet news agency Tass reported the U.S. landing in Beirut but gave no immediate Soviet reaction.

Communications with Baghdad, theoretically normal but

Continued on Page 26

Forces Acting To Save Lebanon U.S. Tells UN

UNITED NATIONS, N.Y. (AP) — The United States told the United Nations today American forces were thrown into the Middle East to save Lebanon and other pro-Western governments from ruthless aggression.

The Soviet Union declared the U.S. action could "plunge the world into the abyss of a new world war."

Ambassador Henry Cabot Lodge told the 11-nation Security Council that the U.S. action was aimed at President Nasser's United Arab Republic. He insisted the United States wanted urgent UN action to make possible the withdrawal of the newly-landed American forces.

Soviet Ambassador Arkady A. Sobolev reacted quickly with a charge that the U.S. move was a threat to peace and a mockery of the principles of the United Nations.

He submitted a formal proposal calling on the council to demand the immediate withdrawal of the American forces.

Sobolev said armed intervention by the Western powers in the Middle East could lead to the "most serious consequences."

Lodge spoke after the Soviet Union sought unsuccessfully to oust the representative of the overthrown Iraqi government from the Security Council.

* * *

LONDON — Foreign Secretary Selwyn Lloyd today announced Britain's "full support" for American military action in Lebanon but he said

Continued on Page 26

Princess Sees Vets As 3,000 Cheer

By NORMAN CRIBBENS

Princess Margaret won cheers and excited cries of affection from a crowd of 3,000 who this morning crowded the grounds of Veterans' Hospital for her visit.

(See other stories, pictures on Margaret's activities on pages 10, 11, 17, 18, 19.

Before entering the hospital, she thrilled the hearts of young nursing cadets of the St. John Ambulance Brigade who lined up for inspection at the main entrance.

The dainty princess stopped to talk with Barbara Nelson, 16, of Victoria.

"Do you like this work?" she asked. To which Barbara replied: "Yes, Your Highness, very much indeed."

The princess asked Darlene Mills, 17, if she came from Victoria or Vancouver. Darlene replied: "No, Your Highness, I live in Esquimalt."

Passing down the trim ranks of the grey-uniformed cadets, she spoke to Genevieve Sawatsky, 16, of Victoria, and told her she had a pretty smile.

Blushing brightly, Genevieve murmured thanks for this compliment.

Once inside the hospital, the friendly princess chatted with many veterans, completely capturing hearts of the "old sweats." (See story on page 17.)

CITY SAYS 'GOODBYE' WEDNESDAY AT 10

Naval Review Climaxes Triumphant Royal Visit

By MONTE ROBERTS

An impressive array of 32 ships in Royal Roads anchorage shared the spotlight with Princess Margaret today, during the final phase of her excitement packed visit to Victoria.

At 10 a.m. Wednesday, the city will say goodbye as she leaves by car for up-Island points and the second stage of her Centennial year tour of British Columbia.

The ships rode at anchor, each one painted and polished from stem to stern, ready for the eight-knot steam past of HMCS Crescent with the Princess embarked.

21-GUN SALUTE

The fleet review, scheduled to start at 2.58 p.m. with a 21-gun salute fired in concert by four ships representing three nations, was to be the climax of her visit to this seaport.

Officials expected 50,000 to 75,000 to witness the spectacle.

Monday's final big event was a garden party at Government House, attended by 4,551.

And as has become almost a habit with the Princess — she slipped away from the vice-regal suite at the Empress Hotel Monday night on an unscheduled, unescorted car trip.

The fleet review, of course, was to be strictly official, strictly timed to the split second.

It was to be followed this evening by a Naval Review dinner for Princess Margaret at the Canadian Services Colleges, Royal Roads, from which vantage point she was to watch a fireworks disply from the ships at anchor.

For the Royal Canadan Navy today's review marked the close of a week during which thou-

Continued on Page 2

Hate t' have t' say this, but the Middle East situation seems to be Iraq an' ruin.

* * *

'Specially when you think of who could be caught in th' Middle.

* * *

But th' Gov'mint is ready. Th' Gov'mint has a brand new slogan: "Bonds away."

CANADA TOLD IN ADVANCE

OTTAWA (CP) — Prime Minister Diefenbaker said today he has no immediate comment on the developing crisis in the Middle East.

Mr. Diefenbaker said External Affairs Minister Smith plans to make a statement to the Commons shortly after it convenes this afternoon.

Asked whether the Canadian government had been informed in advance that United States Marines would be landed in Lebanon, the prime minister replied: "Yes."

FIVE KILLED IN SEWER GAS EXPLOSION

STREATOR, Ill. (UPI)—Sewer gas, forced into the basement of a big downtown hardware store by flooding rains, exploded with a shattering roar today. At least four persons were trapped and killed in the flame-engulfed building, and a fifth perished when a wall of the three-storey building crashed onto the automobile into which he had fled for safety.

Vernon Rush, 35, apparently was trying to start his car when the heavy wall flattened the auto.

Index to Inside Pages

Ask The Times	17	Etiquette	18	Radio	22
Bridge	20	Finance	13	Sports	8 and 9
Classified	20	Home Garden	5	TV With Joe	21
Comics	15	Hutchison	4	Women	18, 19
Dr. Alvarez	5	Island Digest	14	Your Horoscope	22
Entertainment	11	Penny Saver	17		

VANCOUVER ENTRIES

FIRST RACE—Six furlongs:
Rio Drive (Frey) 118
My Silver Dime (Richards) 118
Shannonwood (Marsh) 120
Noahlaude (Yaka) 115
Jane Grey (Arterburn) 115
Bagnor Regis (Volzke) 115
Dark Falcon (Taylor) 115
First Tenor (Gall) 115
Corennie (Broomfield) 115
Vance (Pederson) 120
Also eligible:
Plovers Call (Nishi) 115
Littlebeda (Yaka) 110
Joe H (Gall) 115
Chicks Last (Broomfield) 115

SECOND RACE—Six furlongs:
Emgee (Broomfield) 115
Cirtex (Richards) 120
Mondays Child (Marsh) 110
Little Selfish (Ulrich) 108
a-Dark Nymph (Williams) 115
a-Summer Star (Taylor) 110
Easy Trust (Gall) 110
Glen Lassie (Volzke) 110
Ebb On (Yaka) 115
Orevocal (No boy) 103
A—Entry.

THIRD RACE—Six furlongs:
Style Setter (No boy) 115
Doll Song (Richards) 111
Bobs Mistake (Richardson) 116
Richmond Lady (Gall) 102
Mabe Tish (Marsh) 109
Jay M Jay (Yaka) 107
Minnie Mac (Pederson) 110
Tommy Jr (Frey) 116

FOURTH RACE—Mile and seventy yards:
Pebbles Pride (Pederson) 108
Robern (Terry) 106
Buton Roper (Williams) 108
New Feature (Richardson) 118
Prince Hawk (Parent) 105
Suelabhai (Volzke) 113
Tedione (Richards) 113
Happy Marge (Yaka) 103
Dry Fox (Arterburn) 108
Bramoney (Gall) 101
Also eligible:
New Gold (Yaka) 103
Papa Blackbird (Frey) 118

FIFTH RACE—Six furlongs:
Lady Pat (Yaka) 101
Justice Flash (Broomfield) 110
Bay Reader (Richardson) 116
Patsy Mahone (Arterburn) 110
Tulochmade (Carriere) 113
Pacific Chief (Cormack) 111
Storm Man (Terry) 115
Stelmar (Richards) 110
Trudy Trig (Williams) 111
Pull Thru (Volzke) 115
Also eligible:
Hookhanger (Rodger) 115
Hasty Hawk (Carriere) 111
High Holiday (Hunt) 116
Abs Belle (Ulrich) 106

SIXTH RACE—Mile and seventy yards:
Baraloy (Arterburn) 112
Desert Fire (Pederson) 111
Rosyth (Volzke) 110
Tin Tin (Marsh) 111
Ah Miss (Frey) 114
Portation (Richards) 107
Li-G-Bo (Cormack) 113

SEVENTH RACE—Six furlongs:
Deuce Admiral (No boy) 114
Mabe Mike (Williams) 113
Sugar Cube (Volzke) 110
Efforts Duety (Arterburn) 118
Western States (Tylor) 108
Kronje (Marsh) 119
Bellde (Richards) 112
Magic Note (No boy) 111

EIGHTH RACE—Mile and seventy yards:
Cunnamulla (Taylor) 106
Pule (Tery) 106
Tropical (Arterburn) 116
Indian Springs (Marsh) 111
National Valor (Hunt) 120
Belle Amazon (Broomfield) 106
Intolerable (Richards) 106
Peace Time (Volzke) 116
Hookahey (Yaka) 111
Seattle Belle (Frey) 111
Also eligible:
Alder Kid (Richardson) 111
Sleigh Run (Pederson) 113

SUB RACE—Six furlongs:
Keechelus (Frey) 120
Time Goes By (Volzke) 120
Great Count (Hunt) 120
Brazen Jewel (Pederson) 115
Camilla B (Yaka) 110
Royal Glory (Volzke) 120
Mount Baker (Arterburn) 115
Winged Zephyr (Richardson) 120
Maltese Belle (Taylor) 110
Lillomac (Yaka) 115
Also eligible:
Speedy Gal (Ulrich) 115
Jubilee (Redmond) 110
Moonhawk (Taylor) 110
Trial Judge (Nishi) 115
Weather, clear; track fast. First post Wednesday, 5.15 p.m.

Close to 500 delegates are expected to attend the annual B.C. Moose convention here Thursday through Saturday.

Mayor Percy Scurrah will officially open the sessions, to be held in Moose Hall, 512 Fort.

G. Braithwaite of Duncan, president of the B.C. Moose Association, will preside.

A CENTENNIAL MESSAGE from the United Kingdom to B.C. will be presented by High Commissioner Sir Saville Garner to Premier W. A. C. Bennett when he visits here Wednesday. The presentation is scheduled for 10.30 a.m. at the Legislature Buildings.

Civil Servants Name Organizer

OTTAWA (CP)—S. A. Flatt, 57, of New Westminster, B.C., has been appointed organizer of the Civil Service Federation in the four western provinces, it was announced here today.

Mr. Flatt, an employee with the public works department, is a member of the executive body of the Vancouver-New Westminster district council

WIRE BRIEFS

Goldfine Move Fails

WASHINGTON (UPI)—House investigators turned down today a proposal by Bernard Goldfine's lawyer to adjourn their hearings and let a judge decide what questions the Boston millionaire must answer about his tangled financial dealings.

U.S. Rejects Loan

WASHINGTON (UPI) — The United States has turned down Soviet Premier Nikita Khrushchev's proposal to borrow money to finance expanded Soviet purchases, on a governmental basis, of American equipment and goods.

Missile Strike

CAPE CANAVERAL, Fla. (AP)—About 1,500 members of the Transport Workers Union staged a strike against Pan American Airways today to protest what they called inadequate safety conditions at the air force missile test centre.

Fire Threatens Base

WHITEHORSE, Y.T. (CP)—Military establishments in this Yukon capital were threatened today by an approaching forest fire.

. . . NAVAL REVIEW

Continued from Page 1

sands of civilians mingled with sailors afloat and ashore.

The final act in the navy's "operation century" will be a steam-past off Beacon Hill Park Wednesday by all ships in the review.

MOVE AT NOON

They will begin to move from the anchorage at 12 noon for the steam-past. Good viewpoints are available all along the Dallas Road waterfront as far as King George Terrace.

Ships in the review anchorage are: HMS Newcastle; U.S. Ships Bennington, Estes, Wiltsie, Hamner, Aspro; HMC Ships Ontario, Crescent, Skeena, Fraser, Margaree, Athabaskan, Cayuga, Stettler, New Waterford, Jonquiere, Beacon Hill, Antigonish, New Glasgow, Fortune, James Bay, Miramichi, Cowichan, Oshawa and Oriole; CNAV Laymore; RCMP ML Victoria, RCMP PB Massett; Canadian Government Ships St. Catharines, Estevan, Sir James Douglas; Fisheries Patrol Vessel Laurier.

ALONG DOUGLAS

The princess, in leaving Victoria for her island tour at 10 a.m. Wednesday, will travel along Government Street, Humboldt and Douglas to the Island Highway.

The royal party arrives at Duncan at 11.05 a.m.

The motorcade will turn into Pioneer Park off James Street opposite Cowichan High School.

There she will accept a bouquet of flowers, and meet some dignitaries.

The princess leaves at 11.15 a.m. for Nanaimo, arriving at Nanaimo City Hall at 12.05.

The Nanaimo route will be Island Highway, Nicol Street, Victoria Crescent, Wallace Street to City Hall.

TO CUT CAKE

At 12.15 she will drive to the Centennial Birthday Cake site near the CPR wharf.

At 12.30, she leaves the cake-cutting ceremony for Cassidy Airport to fly to Comox.

Arriving at Comox airport at 1.30, the princess will have lunch at the RCAF mess. She arrives at 2.45 at Lewis Park, Courtenay, to witness an Indian pageant.

The princess leaves at 3.25 for Comox airport to fly to Vancouver, actually boarding the aircraft at 4 p.m.

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Chevrolet puts a soft-yet-solid spring at every wheel—you get the smoothest most sure-footed ride ever!

Full-Circle HORN RING
You get deluxe features like this one standard on every Chevrolet!

SAFE STOPPING
Chevrolet brake linings are bonded for dependable stopping and longer life.

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No need to fumble through a bunch of keys when you own a Chevy. The ignition key also locks doors, glove box, trunk. Typical Chevrolet convenience!

BEVERAGE TRAY
Glove compartment door opens level—and there's your tray complete with inset cup holders! Chevy provides for your convenience in countless pampering ways.

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Easier to use, Chevy's foot-operated parking brake is lever-released with a flip of a fingertip. On luxury cars and Chevy!

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IN PARLIAMENT

Pearson Scores Tories On Broadcast Policy

(From Times News Services)

OTTAWA—Opposition Leader Pearson criticized the government Monday for not making known its broadcasting policy, saying it should have been outlined by now and "doubts and hesitations" of recent weeks resolved.

"Nothing has been done to date to remove the uncertainty in regard to broadcasting policy," he said in opening a Commons debate on supply.

At the night sitting, Mr. Pearson presented a motion of non-confidence, expressing regret that the government has not made known its proposals for regulating and financing the national broadcasting system to remove the doubt and uncertainty as to the future of both public and private broadcasting.

H. W. Herridge (CCF-Kootenay West) moved a second amendment, regreting that the government had not declared itself in support of the "maintenance and expansion" of publicly owned TV and radio facilities.

Transport Minister Hees announced that small non-scheduled aircraft companies will be permitted to operate more freely in Canada.

He said, in reply to a question by Ernest Broome (PC-Vancouver South) that the air transport board has been instructed to grant operating licences freely on request to such small companies.

The policy, he said, will apply to group C aircraft — light planes of one engine with a load of less than 1,100 pounds, and to small helicopters.

However, Mr. Hees said there will be exceptions to the new policy, especially in northern and remote areas where services must be provided on a moderately regular basis.

Air transport board regulations governing the operations of small, non-scheduled aircraft firms will be eased, Mr. Hees said.

CCF Hits Long House Work Week

Prime Minister Diefenbaker, introducing a resolution to have the Commons add 7½ hours to its 25½-hour work week, indicated Monday that Parliament will sit without adjournment until the present session's business is concluded. The session began May 12.

CCF members opposed the move, which would see the House add Friday evenings and Saturday mornings and afternoons to the present five-day and three-evening week.

The House defeated by a vote of 167 to 8 an amendment by Murdo Martin (CCF-Timmins) that the extension of sitting hours be confined to Friday. Only CCF members supported the amendment.

But that didn't stop the small opposition group. The discussion lasted nearly 2½ hours before the prime minister's motion was carried without a roll-call vote.

Opposition leader Pearson said the Liberal opposition would not oppose the motion, "which does not go as far as some of us had been led to expect."

Prime Minister Diefenbaker said "some further action" is being considered to aid prairie farmers hit by drought conditions.

He said if the government's decision is in the affirmative, legislation will be required.

Some federal aid already has been made available to Manitoba farmers under an agreement signed last week.

★ ★ ★

Mr. H. W. Herridge twitted Prime Minister Diefenbaker about his election campaign promises to reform the Senate, terming the matter "chilly waters" and asking when he would "take the plunge." Mr. Diefenbaker, in a noncommittal reply, indicated the government has not yet given the matter full consideration.

★ ★ ★

Mr. Diefenbaker indicated, in a reply to Opposition Leader Pearson, that he will make an announcement shortly on the appointment of parliamentary assistants to cabinet ministers.

★ ★ ★

Justice Minister Fulton assured Harold Winch (CCF, Vancouver East) he will take steps to see that William Munavish of Vancouver, whose ticket-of-leave was cancelled and who was ordered returned to the British Columbia Penitentiary, is told in what way he is alleged to have broken his parole. Mr. Winch said an affidavit from Munavish indicated he had not been told in what respect he had erred.

King-Size Bond Switch Launched by Ottawa

OTTAWA (CP)—The federal government has begun the largest financing operation in Canada's history to try to persuade holders of $6,416,000,000 in wartime Victory Bonds to swap them for new bonds.

The goal is to remove the uncertainty which Finance Minister Fleming said Monday was caused by "this great mass" of Victory bonds "overhanging" the bond market.

Those bonds — about 60 per cent of the net national debt—would fall due for repayment in stages during the next eight years starting Jan. 1. Their influence had clogged the short-term bond market.

The plan, kept secret until it was outlined to the country Monday, is to launch a "Canada conversion loan" to transform the Victory bond debt into a variety of medium and long-term bonds.

To persuade the 2,000,000 Victory Bond holders to switch, the government is offering higher interest rates and cash bonuses.

Mr. Fleming told the Commons Monday the conversion loan "will lay the foundations for a new, healthy and confident tone to our whole bond market."

SPREAD OUT DEBT

The scheme involves no "new" borrowing — merely a spreading out of existing debt.

Mr. Fleming called the conversion loan "a tremendous operation requiring the enthusiastic co-operation of everybody concerned."

This is what it involves:

Five wartime Victory Loan bond issues, all paying 3 per cent interest, are convertible: the fifth, sixth, seventh, eighth and ninth Victory loans. Issued between 1943-45, they mature between Jan. 1, 1959, and Sept 1, 1966.

THREE TO 25 YEARS

Available for swapping—starting immediately—are four different conversion issues. They range from three-per-cent bonds maturing in 3¼ years to 4½-per-cent bonds maturing in 25 years.

The government's hope is that the switch will be to the long-term issues — the 25-year bonds and another issue of 14 years bearing 4¼-per-cent interest. Another seven-year conversion issue bears interest at 3¾ per cent.

Holders of all five Victory loans may change to either the 14-year or 25-year issues.

The seven-year and the 3¼-year bonds will not be available to holders of the eighth and ninth Victory loan bonds. The 3¼-year bonds also will not be available for the seventh Victory loan bonds.

The new conversion issues will be dated Sept. 1, when their interest rates take effect. But all applications will be accepted until Sept. 15. The public sales campaign will get its main kick-off Aug. 5.

Besides higher interest, the government is offering cash bonuses ranging up to $2 for each $100 bond converted.

Bond Dealers Hail 'Bold' Finance Plan

TORONTO (CP) — Investment houses gave a roaring welcome Monday to the government's announcement of a mammoth $6,400,000,000 refunding operation.

N. D. Young, vice-president of Dominion Securities Corporation Ltd., and a former president of the Investment Dealers' Association of Canada, said:

"This is one of the most courageous, imaginative and constructive pieces of financing I have ever seen.

"It will set the whole Canadian financial structure on a new basis. We should now be in a position to do all the financing that is needed—including provincial and municipal financing and the raising of money for corporation purposes."

D. S. Beatty, president of Burns Brothers and Denton Ltd. stated:

"There has been nothing to approach it in magnitude in peace or war."

All the investment spokesmen reached expressed confidence that the appeal will be successful but they didn't minimize the task in front of them.

One reason an investor might not want to change would be if he wished to have his money on the date of maturity of his present bonds.

However, the refunding offerings are made up in such a way as to give a relatively early maturity date for those who do not wish a long-term investment.

VISITING RULES REVIVED

Navy Closes House Again

Normal rules for visitors to HMC Dockyard, HMCS Naden and Royal Roads are now in force after the weekend long "open house."

Officials said that the regulations had been relaxed to a certain extent, to permit as many people as possible to view the establishments and ships in harbor, but were now back in full force.

The golden eagle of the western mountains is named for the rich yellow feathers on the head.

WEDNESDAY MORNING SPECIAL
HATS to clear $2.98
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1611 DOUGLAS STREET
7-lb. bag, $1.99

Oak Bay Breakwater Gets Plug by Pearkes

Defence Minister George Pearkes and Victoria member of parliament A. deB. McPhillips have promised to work for construction of a breakwater at Oak Bay, from Turkey Head to near Mary Tod Island.

A letter from the minister's office, received Monday, said the matter would be taken up with Works Minister Howard Green "at the earliest opportunity."

Municipal council received three letters of protest concerning exhibition of a falcon this summer in Oak Bay playgrounds.

Council decided to write the Oak Bay Playgrounds Association that it was not in favor of any demonstration if other birds were involved.

Later, association president C. T. Overman said none would be.

LOST
$100 REWARD
Small golden-brown female dog resembling cocker somewhat. Collar with Arizona tag. Lost at the scene of car wreck near golf course north of Courtenay. May be far away by now. Notify RCMP at Courtenay, or Mr. H. C. Patterson, Muriaks' Trailer Court, Miracle Beach.

Avoid the traffic!
GO BY COACH LINES to ALL SOOKE DAY Sat., 19
Special buses leave depot:
10.30 a.m.
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Return
6.00 p.m.
6.30 p.m.
7.00 p.m.
Adults — Return $1.90
Children— " 95c
Phone 5-4411 for facts
V.I. COACH LINES
629 BROUGHTON

DIEFENBAKER ASKS SUPPORT

OTTAWA (CP) — Prime Minister Diefenbaker Monday night urged Victory Bond holders to participate in the huge new bond conversion campaign with the same spirit and determination that brought distinction to Canada in the Second World War.

He emphasized, in speaking over the largest radio and television network ever set up in Canada, that there was no element of compulsion in the bond-swap plan. Holders of Victory Loan bonds didn't have to trade for the new, higher yield conversion bonds if they didn't want to.

Bandit Hanged For Ont. Murder

SAULT STE. MARIE, Ont. (CP) — Fred Montgomery, 42, was hanged early today for the murder of a bank manager, shot down during an abortive holdup at Blind River, Ont., last October.

This THURS. 8.15 p.m.
Last
BUTCHART GARDENS SYMPHONY CONCERT
★ Don't miss it!

Remember These DOWNTOWN RETAIL STORES
CLOSED ALL-DAY WEDNESDAY

FULL SERVICE 5 DAYS PER WEEK AND FRI. NIGHTS 'TIL 9!*

Experience has shown that superior service can be rendered by having ALL staff on hand at one time. Customers get better value and lower prices through lower operating costs, and receive the service of happier, more loyal and interested staffs. With these points in mind the following stores will, with the good wishes of their many customers, remain closed all day Wednesday and maintain regular store hours on five days of the week.

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JORDANS LTD.
KENT'S LTD.
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STANDARD FURNITURE CO.
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The exclusive "Millecel" Filter Tip — the most effective filter yet developed . . . easy drawing . . . a filter of absolute purity and proven effectiveness guaranteeing *extra* filtered mildness, *extra* smoking pleasure.

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du MAURIER
A Really Milder High Grade Virginia Cigarette
with the EXCLUSIVE "Millecel" FILTER TIP

Victoria Daily Times

THE HOME PAPER — Established 1884

Published every afternoon except Sunday by The Times Publishers Limited, 2631 Douglas Street, Victoria, B.C. The Times is a member of the Audit Bureau of Circulation; The Canadian Daily Newspaper Publishers' Association; the Inter American Press Association; the International Press Institute and of The Canadian Press, which is exclusively entitled to reprint the local news published herein, and whose reports may not be used without permission. Rights reserved on special dispatches and features. Authorized as Second Class Mail, Post Office Department, Ottawa.

STUART KEATE, Publisher — BRUCE HUTCHISON, Editor

The Facts at Last

THE RECENT BUDGET DEbate at Ottawa was full, as usual, of partisan politics, the Opposition scoring heavily off the Government's broken promises and vain hopes. But apart altogether from the interparty struggle, which is the legitimate business of a free Parliament, certain hard fiscal and economic facts emerged.

The first, already discussed here, is that the Government is in a pretty tight financial fix. It must somehow sell about $3.5 billions of its bonds during the next nine months—an amount without precedent in peacetime—to cover its huge deficits and refund maturing loans. In thus overloading the money market it is tending to force bond prices downward and interest rates upward—precisely what it did not wish or intend to do.

The second fact, as an outcome of the first, is that the old villain of "tight money," which greatly damaged the former Government, has been quietly retired from the stage.

It took the present Government a full year to learn that high interest rates were not, as it supposed (or said) the cause of all our troubles, and to realize that it could not manipulate these rates at will. The delayed comprehension of truths well known to every economist and often explained by the Bank of Canada represents a great gain in the Government's thinking. We are well rid of the old and false villain.

The third fact, and a gratifying fact indeed, is that the Government has abandoned its former theory of budgets always strictly balanced.

In its days of opposition the Conservative party condemned the Liberal Government for sometimes unbalancing the budget on the side of surpluses to reduce debt and counteract inflation. This was called "over-taxation." Its reverse, by this definition, would be "under-taxation", an equally grave error.

But today the Government has unbalanced the budget by gigantic deficits and regards them as sound at a time of recession. No doubt they are, to some degree at least, but they repudiate the old theory of the strictly-balanced budget. We hear nothing of "under-taxation" and this silence of itself destroys the old attack on "over-taxation."

The fourth fact is that unless the recession ends completely before next spring, which seems unlikely, we shall face another big budgetary deficit and still more borrowings.

They, too, may well be wise and unavoidable in slack times but they cannot go on indefinitely without very grave results. Hence the Government may easily be forced, a couple of years or so from now, to adopt those very policies of "over-taxation" that it condemned in its predecessor.

If the nation's total income, and the resulting yields of existing tax rates, do not grow rapidly, higher rates will be needed to support the recent vast expansion of governmental spending.

It is mathematically certain, too, that the swelling debt can never be reduced by a penny unless the Government collects more money than it spends. That is all the former Government tried to do and, in good times, it is what the present Government should do. Its apparent conversion to this logic is welcome.

The most interesting human aspect of the budget debate was Mr. Pearson's remarkable speech, summing up the Liberal attack. His reasoning was so cogent, his grasp of facts and figures so complete and his exposure of the Government's changed position so devastating that no one in Ottawa will say again that the former minister of external affairs knows little of economic theory or domestic politics.

Well Done, the Navies

PRINCESS MARGARET'S HISTory-making review of ships of three nations at Royal Roads today, with fireworks displays by the vessels later this evening, brings to a close the spectacular naval events on Victoria's B.C. Centennial program.

The occasion will remain long in the public memory. The presence of royalty has added that extra attraction which makes the display unforgettable. The performance of the officers and men has provided a worthy backdrop.

In miniature, the navies of Canada, Britain and the United States have demonstrated that cordiality and mutual esteem which should stand as an object lesson. The relations of each with the civilian population have left nothing to be desired.

There can be little doubt in anyone's mind over Victoria's character as a welcoming port to the visiting sailors of friendly nations. There can be no doubt at all over the pride this city's residents have taken in the smartness and precision of Canada's sailors.

At a time when international misunderstandings are so frequent between friends, it is significant to note the absence of friction among men of the ships from different countries here in recent days. They have exemplified the roles of hosts and guests in a manner to command attention.

As they leave tomorrow for other duties, the ship's complements can rest comfortably aware of the excellent impression they have made here. Their contributions to public enjoyment are fully appreciated.

If it is true that navies are the "silent service," they need have no qualms. Thousands of Victorians are ready and able to sing their praises. Whatever the words of farewell that are spoken by friends ashore they add up to one simple and impressive tribute: "Well done!"

One in Seven Voted

ONE ELIGIBLE SAANICH voter in seven turned out last Saturday to elect Mr. George Chatterton reeve of that municipality and veteran Mr. Leslie Passmore to succeed Mr. Chatterton in the council seat he vacated to run for chief magistrate.

In each case the winning candidate had a sweeping margin over the rest of the field. Had the percentage of voters been much higher, it is entirely likely that the result of the by-elections would have been the same.

Reeve-elect Chatterton and Councillor-elect Passmore are well-known to the people of the municipality. Mr. Chatterton has come along quickly from his recent entry into public affairs in his district and Mr. Passmore has a background of past service unmatched in point of time by his colleagues.

That does not alter the fact that Saanich voters by an extreme of apathy left themselves vulnerable to one of the common faults of democratic election in this country. By staying away from the polls, they left it up to one-seventh of the qualified residents to place in office their reeve and a council member.

When such a voting situation occurs municipal representation becomes a token matter only. There is no suggestion here that the elected members will do anything but fulfil their pledges to work for the benefit of Saanich. If their policies fail to meet the wishes of the electors, the electors who stayed away can have no complaint.

It is their right, of course not to vote, if they so wish. And Saturday was a wonderful day to go to the beach, the lake, or take in spectacular events downtown. Moreover it is their taxes the council spends. It must be a rich and carefree municipality which can ignore the latter fact, as six out of seven did last week.

Speech Is Silver

AS IT PREPARED FOR THE opening of its sessions in Carmel, California, this month, the Monterey Institute of Foreign Studies recalled a comment of President Eisenhower.

The President had reminded Congress, the Institute noted, that foreign language study has a new urgency for Americans. He had recommended support for colleges, universities and institutes specializing in foreign-language teaching as an adjunct to "America's responsibilities in leadership."

No one questions the value to understanding that is gained from a working knowledge of foreign languages. On the other hand, there might be some merit in courses on foreign silences, too.

No Time To Be Paddling Our Own Canoe

LOOSE ENDS — By BRUCE HUTCHISON

The War of Paint

IT is difficult to see how we can hope to maintian the world's peace between two blocs of military power, divided by concrete interests, when any abstract argument arouses such fury in peaceful men. For example, the latent warrior within all of us, and the war latent in society, emerged the other day upon the pages of Maclean's Magazine, where Mr. Kenneth Forbes, the distinguished Canadian portraitist, launched a lethal attack on modern art. At once came massive retaliation from the modernists, among them one of Victoria's leading critics, Mr. Tony Emery. If nations were as touchy as artists and critics civilization wold be reduced to rubble by nightfall. It's lucky that Mr. Khrushchev has no artistic instincts.

Hutchison

PERHAPS, however, there is safety in the war of art. As men become more interested in it, and more impassioned, they may exhaust their bellicosity without drawing blood, only paint.

It is certain anyway that Canada grows more artistic all the time, and more controversial, until a man ignorant of painting might as well stay home.

People look at pictures, argue about pictures, sometimes even buy pictures and (as I gather from a discreet distance) understand all about pictures.

We used to think a man was a poor sort of citizen if he didn't have a theory of politics. Now he is practically untouchable in polite society if he has no theory of art.

HAVING none of my own, I try hard to follow Mr. Forbes' theory. As I understand it, he holds that a picture must communicate some morsel of reality. But what is reality? The philosophers have been disputing about that since the days of the early Greeks and have never agreed.

It seems sure, though, that reality is not what we see with our eyes, being sieved through an inferior and distorting apparatus, the mind. Mr. Forbes, I take it, paints a human face, and paints it with high competence, but he has not caught the reality of the person behind the face or perhaps even the reality of the face itself, since his own eyes and brain are human.

AGAIN, what is communication? It works differently for every person. Modern pictures, containing no shape visible to the eye, communicate something to the mind of a man like Mr. Emery, but is he always sure that this particular something is what the artist intended? Quite possibly it is something else entirely.

One of the greatest abstract artists of our time showed me some of his strange convolutions of paint the other day and they communicated something to me. I told him that one of them, a very riot of whirling color, conveyed the idea of total destruction and Gotterdammerung.

The painter was delighted that I had found something in his work but added that his picture was intended to communicate the idea of growth and peace.

We cannot be sure that even the critics know the artist's intention exactly. Just as libraries of books are written to explain what Shakespeare meant—books that he would not understand in the least—so the critics explain what the artists mean for the benefit of an ignorant public.

THIS is a worthy service to society but when I am told that a gout of orange color means creation, or man's fate, I sometimes suspect that the artist was really trying to convey a fried egg.

But it doesn't matter. The point is that the artist has communicated something, though not what he intended, and if you can communicate anything important at all these days you are fortunate. When the whole atmosphere is full of static and the screams of lunacy, when a ceaseless flow of gibberish comes from the highest places and statesmanship talks in a language beyond translation, it is indeed a high accomplishment to communicate a fried egg.

NEVERTHELESS, I am all for modern art though I cannot hope to understand it. I am willing to believe that the artist sees something more than the eye visible to my eye, that he has caught a morsel of reality outside my reach and that the critics know what they are talking about, even if it is not necessarily what the artist is talking about.

I doubt only that many of my friends, not much more intelligent than I, know what they are talking about when they sit around in ardent groups delivering dicta on art. Why, I know men who couldn't paint the kitchen floor and yet have strong opinions about all the leading artists. I hear women quarreling about some famous picture though they cannot fry an egg properly.

With erudite authorities like Messrs. Forbes and Emery, art is a passion; with most people who discuss it so vigorously, art is only a fashion. They discuss it in most cases because that is the thing to do.

AS in most things, however (politics, for instance) it is usually the minority that counts, the small, fertile minority from which all great ideas invariably come and gradually convert the majority. By that time the idea is usually obsolete.

No matter, another minority meanwhile will have invented yet another new idea to serve its brief term of usefulness.

Thus modern art, which seems so wild and revolutionary today, will be considered old-fashioned and quaint not long hence but it is doing a great deal of good in this country. It is making people think. It is making life more interesting. Its hot war of color is a relief from the cold war of nations.

If the artist slays the critic, or the critic annihilates the artist, no harm is done. Both of them will be alive and well tomorrow morning, perhaps even on speaking terms. And the fried egg, symbol of the poor layman's humble reality, will never be out of fashion.

DENNIS THE MENACE

From Our Files

July 15, 1898—The case against the schooner Labrador of this port, and her master and crew for smuggling opium, was concluded in preliminary hearing in Honolulu and those involved ordered for trial.

July 15, 1918 — Nearly $1,000,000 has been paid from the Canadian Patriotic Fund to soldiers' dependents in Victoria since the fund started. About one-half was raised by local subscription.

July 15, 1938 — A thick pall of smoke hung over Victoria today from extensive forest fires on the Olympic peninsula, while B.C. forest officials termed the situation on Vancouver Island "hazardous."

As Our Readers See It

Malahat Route Locater

It was a member of the fine old Verdier family, of Cobble Hill, who did the locating of the original Malahat road. It has not been changed very much.

"OVER EIGHTY"

Average Income

On July 8, page 13, the Times mentions that the average family income in Victoria in 1957 was $4,887.

I wonder what the thousands who have to try to exist on the Old Age Pension or other small incomes have been thinking when they read that item?

The exemptions for income tax are considerably above that $660 and the amount of those exemptions must certainly be counted as the minimum which is necessary to live on.

It would be interesting if somebody would find out how many families in Greater Victoria have a yearly income below $1,000 to $2,000 etc. The income tax office must have this data. That would give a more realistic perspective of the different ways wherein people have to live than the above average does.

F. H. STAVERMAN.

Langford Lake, V.I.

Not Packing

I was cheered by the number and tenor of letters received in reply to my recent series, "A Newcomer's Look at Victoria."

So angry a flush brought to the Victorian cheek is stark evidence of that "resiliency of spirit" I spoke of in article No. 6 and I am grateful to all those people who took time off from watering their plants or sitting on bus-stop benches to let me know their feelings. I must admit to being taken somewhat by surprise by the wealth of fury in these dying embers.

But I am not packing, friends. Many Victorians—at least three—are behind me (the best place, apparently), and I am loath to leave if it should mean that these good but hitherto shamefully-silent people would be unchampioned.

Meanwhile, I accept Mr. Sam Lane's challenge (Times, July 9) to "a conducted tour of Victoria." In fact, I dare him to show me anything about Mr. Hutchison's "old enchantress" that will arouse my interest in this distinctly unromantic, scarred and worn old battleaxe. As for weapons in this duel, I am staying with my trusty typewriter. Okay Sam, pick up thy musket.

DAVID COWLISHAW.

1276 Yates Street.

Customs Complaint

On July 4th, I experienced a very unfortunate incident with your customs man at the Port of Sidney, and I think that this should be brought to your attention because he was most rude, most unco-operative, and downright nasty.

Never before have I experienced anything of this nature, and the attitude of the man certainly will reflect upon the personalities of the other officers and men that are working under him.

SHEILA M. BRENTON.

1731 Exchange Building,
Seattle 4, Washington.

Shot in the Arm

There has been more activity concerning one subject written in this column, in the last week than I have seen all year, in "dear old Victoria."

David has stirred the docile ends of this, our "little bit of England", into bringing a lot of ideas and opinions out to dry from many senile minds.

I think this man is a fine writer, must have something on the ball to cause all this hullabaloo. Read his articles carefully. Intelligent people can always find words of wisdom in any script. Ignorance is one "virtue" the world can do very well without. There are quite a few persons displaying such!

Progress is a very important product in any environment. Don't tell this city to sleep, build for a better Canada. Victoria needs a boost, industrially and socially. We're living in the Garden of Eden, why not show it by a smile to strangers instead of an indifferent attitude. Tourism, a big word around these parts, can be brought about easily by showing a little friendliness.

I respect the Senior Citizens of this, or any city. They have worked hard for a better living, and have done a good job. On the other hand, let us see what the young blood can do to improve conditions. People don't come here to depart from this world anymore. They come to live in Victoria, enjoy the natural beauty of this city. Some of these warped people say "No Industry," which is the criterion of ignorance in my opinion; the wood plants shut down and the unemployment situation becomes serious. Industry is necessary in any environment, the more the better!

A lovely garden is something I believe even Mr. Cowlishaw would enjoy, although it's possible he has never had the opportunity to indulge in the art of the green thumb. Have you been to Butchart Gardens by night yet David? Go, by all means.

Let me say; people have been aroused, and to all good effects, I hope. To the screwballs who had enough guts to take pen in hand and babel, I say: Lift Thine Eyes Unto Reality.

G. L. SEROY.

550 St. Charles Street.

Try Boosting

Having lived in Victoria for over 43 years, excepting four years in the First World War, I have seen this city spring from a good sized Old Country village to a very beautiful place.

Of late years people seem to try to outdo their neighbors with lovely gardens.

Victoria has undergone a complete change in the last few years. It is now becoming quite a city, regardless of a few inconsiderate knockers. I think we would be better off without their presence or there writings. However time marches on and "Remember we only pass this way once," so let us give good old Victoria a little boost for a change. I beg of you to try it, or try somewhere else to live. You'll soon be back.

BILL ARCHER.

1826 Government S.

See a Doctor

On July 9 there were eleven letters of criticism regarding Mr. Cowlishaw's articles, two for, nine against.

"Encouraged" says he was "suckered" into this country by the CPR, that he fought for this land before he arrived here, and to build ships, roads and bridges, whether we need them or not, and all that he asks is a fair shake. From one "Limey" to another, shake hands with yourself, then see a doctor.

Then newcomer MacMillan says we get so many tourists for so little to offer. No Elizabeth we all see so little for a while. The others had just complaint and proved it in their letters.

"ANOTHER LIMEY."

'I, for One, Deplore . . .'

I was astonished to read in the press Senator J. W. deB. Farris' remarks concerning Douglas Jung's (MP) statements in Paris. Senator Farris asks: "What right has this Chinaman got to represent the Canadian people?"

I for one deplore the manner in which Senator Farris couches his criticism. Mr. Jung is a highly cultured Chinese-Canadian of whom Canada has already reason to be proud. His election was a triumph of personality and promising sincerity. He represents Canadian British Columbia in the senior parliament.

Few, if any, Liberals will applaud Senator Farris' release of words and it is our duty to repudiate them. So far Mr. Jung has stood forth honorably.

K. M. WORTHINGTON-LAKE.

851 Maddison.

FROM WASHINGTON — By WALTER LIPPMANN

Conduct Unbecoming . . .

THUS far, the defence of Sherman Adams, as managed from the White House, has silenced the President on a moral issue about which it is his special and peculiar duty to speak out and give the country a lead.

Lippmann

The crucial question about Gov. Adams is not in the field of statutory law. It does not turn on whether there was a corrupt relationship between Adams and Goldfine which could be dealt with in a court. The question posed by the hotel bills is in the field of manners—that is to say, what conduct is becoming to a gentleman who sits at the right hand of the President of the United States.

It is the special duty of any President to answer such a question. And in view of all that he has had to say about leading a crusade to clean up Washington, it is the peculiar duty of this President to answer the question. But Mr. Eisenhower has evaded it. As matters stand after his public statements, his moral judgment is that it was imprudent of Adams to accept Goldfine's contributions to his living expenses, but since there is no evidence that any law has been violated, the incident ought to be considered as closed. In accepting Goldfine's money no serious offence has been committed, so we are asked to believe, as long as there is no legal proof that Adams repaid Goldfine by obtaining special favors from a government agency.

Not Good Enough

It is not possible to close the incident on this point and at this level. For that would mean that on the authority of the President and with the consent of the country, the standard of official conduct in the White House had been greatly lowered and loosened. The rule would be that money can be accepted from interested parties provided nothing is done to repay them. This is not good enough for the President in the White House, and it impairs the dignity of his office to have to discuss it at all.

The most compelling reason for refusing to let the incident be closed is the moral damage which is being done by the defence and the apologies that are being inspired from the White House.

The argument that money may be accepted provided nothing is given in return is an attempt to befuddle the real issue. It conceals the main point which is that what is customary and perhaps tolerable elsewhere may be intolerable in the close official family of the President. Of those who are at the top, the country has a right to demand a self-imposed standard of conduct which is much higher than the laws against bribery and graft. That was in essense the principle on which Gen. Eisenhower ran for President in 1952.

Must Be Examples

The ultimate power of the state cannot be entrusted to men whose conception of public virtue is that their integrity is adequate if they cannot be convicted of crime. It is not asking too much that in the highest places men must be an example of what ought to be the general practice. They cannot excuse themselves by saying that in fact they have done only as many others have done.

It is a very demoralizing argument, which has been urged since the disclosures, that everybody is doing it, and so why set up a hypocritical outcry because one more official is found to be doing it. This cynical apology is not in fact true. Everybody in the government is not doing it. In politics and in business there is, as we all know, a big trade in influence, and a great deal of loose conduct. But once we adopt the view that loose conduct can be tolerated by the President in the White House, we have surrendered and we have quit in the unending struggle for good government.

The line taken by the defence is a greater injury to the country than the original offence itself—than the hotel bills and the telephone calls. Gov. Adams, having confessed to imprudence, to what is undeniably loose conduct, can only be retained in the White House by tearing down the higher standards of conduct. Such a defence, if it prevailed, would be a moral disaster.

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ON THE TIMES

By ART STOTT

Looking Aft

IT'S HARD for some of us to realize it, watching navy events of the day, but it's almost a quarter of a century since the late Percy Brown and Doctor J. D. "Doug" Hunter set the ball rolling for Navy Week in Victoria.

That was back in 1934. Percy and "Doc" teed the event up in March of the year when Mayor David Leeming's City Council named them a committee of two to handle all arrangements. They were among the senior aldermen of the time.

Stott

What followed wasn't the first occasion on which Victoria and Esquimalt had played host to foreign naval vessels.

There were those earlier days when the "Hood" and the "Repulse" visited this port and were joined by an Australian ship—was it the Adelaide?—with a kangaroo mascot.

Before then old salts who had sailed the seas and settled here talked of the "Impereuse," but that was long before my time—which makes it ancient.

No, Percy and Doc weren't starting from scratch. But they were building a tradition that carried on for years and, in its initial stages, was strictly a City Hall show.

★ ★ ★

If you happened to cover the civic political beat in 1934, you found Navy Week cropping up all over from March of that year to summer. As a reporter, some of your best contacts were the late John Baxter, mayor's secretary, Charlie Morton, in the engineer's department, and Jerry Harrison in the comptroller's office.

If Navy Week happened to slip your mind for a day or two, they brought it back to notice. So you knew all the ins and outs of the planned festivities.

You waited a little impatiently for the big day when a man with the impossible signature: Vice-Admiral the Hon. Reginald Aylmer Ranfurly Plunkett-Ernle-Erle-Drax, commander-in-chief of the West Indies Squadron, brought his flagship, HMS Norfolk, into Esquimalt to join HMCS Skeena and HMCS Vancouver on July 30 of that year. And you waited for the officers and men of HMS Danae, also from the West Indies, to come down from Comox where they were visiting.

Then you were busy, noting formal calls, dinners, sports events—the functions which have been elaborated in recent years.

If you belonged to that era, you'd probably recall the formal opening of the new Macdonald Park, where another McDonald, "Chuck" of the Canadian Navy, sent his track team to victory in the naval sports, billed as the central athletic attraction of the festivities.

★ ★ ★

Those were the days when open sprints were won by a Y.M.C.A. youngster called Paul Rowe, who, up to that time, had never touched a Canadian rugby ball and never thought of the Calgary bronos.

★ ★ ★

You'd remember the big summer dance at the Empress when you checked your tux for moths and joined a bright array of officers in colorful mess jackets and ladies in formals in an atmosphere faintly tinged with camphor and lavender.

You'd remember other Navy Weeks and other Navy Balls, highlights of the summer which lent a certain informality to more formal occasions.

You'd remember carefree days and pleasant, unorthodox incidents, where programs were flexible and where the unexpected frequently occurred.

You'd recall a prodigy of man, a captain of the Royal Marines whose name, I think, was Martini—and who should, by nature and taste, have been called that if he wasn't. You'd remember his face, several shades brighter than his scarlet jacket, showing an appreciation for hospitality that threatened to make fact of a ginger ale company's slogan.

You'd remember the personalities of the council who were hosts—Dave Leeming resplendent and beaming in white tie and tails; Percy Brown, nervously formal but happy; Doc Hunter, finding fun in every turn of the events; Bob Dewar, soberly enjoying himself and telling old stories; Tom Hawkins attending to little details, Walter Luney, Alex Peden, Andy McGavin and John Worthington—John who made it his business to see that everyone was well served.

★ ★ ★

You might think back on those days now, seeing in them a considerable difference in many respects, but the same spirit—a desire to show the Navy that Victoria appreciated it and was interested in having men from different countries mingle in a friendly fiesta.

The events are held under different auspices now, but the pattern is largely the same. Percy Brown and Doc Hunter, it seems, builded better than they knew.

YOUR HEALTH

By DR. WALTER C. ALVAREZ

Of This and That

Emeritus Consultant in Medicine, Mayo Clinic and Emeritus Professor of Medicine, Mayo Foundation

In the Statistical Bulletin of the Metropolitan Life Insurance Company it is stated that "persons disabled by mental disorders quite commonly recover sufficiently to be able to return to work." This was learned during a study made by the company's statisticians. Some mental troubles that are called organic haven't such a favorable outlook. They are the ones that are due to such causes as alcoholism, syphilis and hardening of the arteries of the brain. The so-called functional disorders are mainly schizophrenia and manic-depressive psychosis.

Alvarez

"For all mental disorders the recurrence rate in the first two years following recovery was 4.3 per cent per annum. This rate fell to 2.6 per cent per annum in the next three years, and to 1.6 per cent in the next five years."

If studies had been made after the tranquilizers had come into use, the figures for recovery would have been better.

NEUTRONS DESTROY

Dr. Lyle Borst, professor of physics at New York University, recently said that a stream of neutrons is better than a stream of X-rays in the destruction of cancer. The neutrons penetrate better; they cause less injury to the skin and more injury to the cancer cells. The problem now is to devise a convergatron that will supply neutrons, and that can be used easily in hospitals throughout the land.

DRUNKEN DRIVING

To show how dangerous it is to drive a car while under the influence of alcohol, all one has to do is to read the recent report of Commissioner Stephen P. Kennedy, of the New York City Police. He said that, according to alcohol analysis tests, out of all the motorists who were killed at the wheel in New York City last year, or who died within 24 hours after an accident, 55 per cent were drunk!

HEIGHT OF TALL GIRLS

Many a tall couple is worried about a daughter who, at 14 or 15 is too tall—and still growing. The parents write me, asking if anything can be done to stop the girl's growth. I am sorry that I have no personal experience with the problem. All I can say is that recently I saw in the J.A.M.A. an article by Dr. S. C. Freed, of Mt. Zion Hospital, in San Francisco, who says that in two cases he apparently slowed the growth of overly tall girls by giving them estrogen (a form of ovarian extract). Usually, such an extract does no harm, so long as it is given only during the second half of the menstrual cycle.

I have heard that overly-short boys will sometimes start growing taller if given male hormone.

WEATHER SYNOPSIS

CITY'S WEATHER RECORD
Sunshine, 1958 ..... 1,369.3 hrs.
Last year ..... 1,201.5 hrs.
Precipitation to date 9.17 ins.
Last year ..... 13.19 ins.

SYNOPSIS—A weak system over northern B.C. is drifting slowly southward over the province. This disturbance is expected to cause slightly cooler temperatures in some areas of the province, but is not expected to be a serious threat to continued fine weather.

DOMINION PUBLIC WEATHER OFFICE
9 A.M. FORECASTS
Valid until midnight Wednesday

Victoria — Clear today and Wednesday. Not quite so warm Wednesday. Winds northerly 15 today becoming westerly 15 Wednesday. Low tonight and high Wednesday at Victoria, 60 and 70.

West Coast—Clear today and Wednesday except for fog patches along the coast Thursday morning. Not quite so warm on Wednesday. Winds light. Low tonight and high Wednesday at Estevan Point, 52 and 68.

Vancouver - Georgia Strait — Clear and warm today and Wednesday. Winds light except west 15 over Georgia Strait in the afternoons. Low tonight and high Wednesday at Vancouver airport, 60 and 78; Abbotsford and Nanaimo, 55 and 88.

TEMPERATURES YESTERDAY

	Min.	Max.	Prcp.
Victoria	63	80	--
ONE YEAR AGO			
Victoria	54	67	.11
ACROSS THE CONTINENT			
Halifax	56	81	--
Montreal	68	83	--
Ottawa	66	82	.18
Toronto	67	83	.50
Winnipeg	44	63	.95
Regina	44	66	--
Saskatoon	48	66	--
Lethbridge	46	63	.01
Calgary	47	64	--
Edmonton	51	69	--
Kamloops	54	86	--
Penticton	51	84	--
Vancouver	60	79	--
Kimberley	44	74	--
Prince Rupert	54	73	--
Prince George	51	80	--
Fort St. John	56	74	--
Whitehorse	51	76	Trace
Seattle	56	85	--
Portland	55	90	--
Chicago	69	85	.35
Los Angeles	65	77	--
New York	72	76	.10
N. Westminster	59	86	--

Sunrise, Sunset Wednesday
(Pacific Standard Time)
Sunrise ..... 4.28 Sunset 20.10

TIDES AT VICTORIA
(Pacific Standard Time)

	Time	Ht.	Time	Ht.	Time	Ht.	Time	Ht.
	H.M.	Ft.	H.M.	Ft.	H.M.	Ft.	H.M.	Ft.
	High Water				Low Water			
16	00.27	8.9	18.14	7.7	08.48	1.0	20.37	7.4
17	01.13	8.8	18.31	7.7	09.24	1.0	21.27	7.1
18	02.01	8.5	17.42	7.7	10.04	1.2	22.22	6.7
19	02.58	8.1	18.00	7.9	10.43	1.7	23.17	6.2
20	04.04	7.5	18.28	8.1	11.34	2.4		
21	05.16	6.8	19.03	8.4	00.20	3.0	12.06	3.2
22	06.34	6.2	19.36	8.6	01.22	4.9	12.46	4.2
23	08.16	5.8	20.14	8.8	02.34	4.1	13.23	5.3
24	12.27	6.1	20.58	9.0	03.46	3.4	13.50	6.0
25			21.41	9.1	04.46	2.7		

TIDES AT FULFORD HARBOUR
(Pacific Standard Time)

	Time	Ht.	Time	Ht.	Time	Ht.	Time	Ht.
	H.M.	Ft.	H.M.	Ft.	H.M.	Ft.	H.M.	Ft.
	High Water				Low Water			
16	02.34	10.5	18.16	11.9	10.18	1.7	23.12	9.2
17	03.26	10.4	18.47	11.5	10.58	1.7	23.58	8.7
18	04.18	10.2	19.19	11.0	11.38	1.9		
19	05.19	9.8	19.50	11.7	00.48	2.2	12.19	2.5
20	06.25	9.4	20.22	11.7	01.42	7.5	13.02	3.4
21	07.41	8.8	20.53	11.7	02.38	6.7	13.46	4.6
22	09.09	8.4	21.26	11.6	03.37	5.7	14.31	5.8
23	10.58	8.4	21.59	11.5	04.35	4.8	15.23	7.1
24	12.55	8.8	22.35	11.3	06.33	4.0	16.29	8.3
25	14.32	9.4	23.15	11.1	06.28	3.2	17.55	9.1

EGG PRICES

	Producer	Wholesale
Grade A large	38c	48c
Grade A medium	29c	39c
Grade A small	20c	30c
(Carton price 2c more)		
Grade B	20c	30c

HOME GARDEN

By JACK BEASTALL

How to Avoid Surfeit of Beans

To maintain a steady production of sweet and succulent pods, beans have to be picked every two or three days.

In some instances this poses a problem and gardeners have been asking what to do if the family objects to beans two or three times a week.

Jack

The picking must be done to keep the young pods coming along even if beans are served only once a week, and regular picking will maintain the supply of young pods until frost.

The problem was caused through planting too many beans in the first place. Possibly one-third as many plants would have been enough to supply the once-a-week picking.

But the gardener is still faced with too many beans this season and has to get rid of the unwanted pickings.

Sometimes a neighbor or nearby pensioner is pleased to get them, and the surplus food stall will always accept a donation. Packing them in brine is one way of keeping them for winter use.

These are good suggestions, but not all gardeners have time for picking and delivering to those who could use them.

For such gardeners there is but one answer. Reduce the number of plants (whether runners or dwarfs) by tearing them up and turning them into compost. The space may be put to better use with sowings of carrots, beets, peas, spinach, turnips, for use in the fall, and the few remaining beans will be well picked once a week and no longer a problem.

'Preserve Gas Reserves' Coal Industry Asks Canada

MONTREAL (CP) — The United States coal industry, hard-hit by an increase in the use of natural gas as a fuel, has urged Canada's royal commission on energy to recommend a sound conservation program to protect the useful life of gas reserves and preserve a "fair and balanced fuel economy in Canada."

In a submission to the Borden commission Monday, the National Coal Association urged stringent restrictions on the end use made of natural gas.

"You still have the golden opportunity to protect the useful life of your natural gas reserves and at the same time preserve a fair and balanced fuel economy in Canada," said Robert E. Lee Hall, Washington, D.C., the association's general counsel.

The coal interests, backed by the powerful United Mine Workers of America (Ind.), have been waging an intensive campaign to prevent the importation of Canadian natural gas to serve United States markets.

Union Chief John L. Lewis said in a telegram to the commission Monday he is "unalterably opposed to the importation of unemployment into the U.S. in the form of natural gas from Canada."

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COMPARE VISIBILITY!

DIMENSION	DODGE	CAR "F"	CAR "C"
Windshield area (sq. in.)	1,436	979	1,135
Rear window area (sq. in.)	1,339	1,078	1,056
Total window area (sq. in.)	3,984	3,290	3,506
Wiper blade length	16"	12"	13"

COMPARE LUGGAGE SPACE!

DIMENSION	DODGE	CAR "F"	CAR "C"
Trunk capacity (cu. ft.)	35.6	29.5	25.0
Trunk opening width	50.6"	45.0"	34.0"
Trunk opening height	21.1"	19.4"	21.0"
Trunk usable width	74.0"	44.5"	53.9"
Trunk floor depth	61.0"	55.2"	55.7"

COMPARE ROOMINESS!

DIMENSION	DODGE	CAR "F"	CAR "C"
Front headroom	34.4"	33.9"	35.0"
Front legroom	45.5"	43.1"	44.6"
Front hiproom	63.0"	60.0"	62.1"
Rear headroom	34.5"	33.6"	34.2"
Rear legroom	39.0"	40.7"	42.7"
Rear hiproom	62.7"	60.1"	63.1"
Front shoulder-room	60.5"	57.3"	56.4"
Rear shoulder-room	60.4"	57.0"	56.2"

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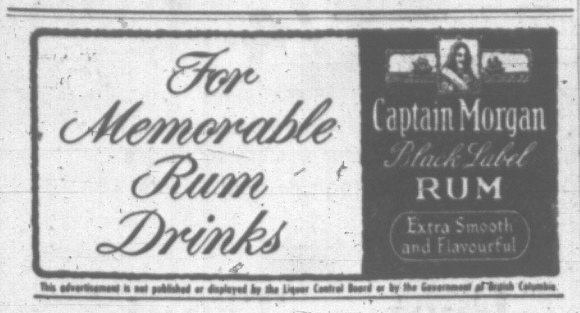
MAPLE LEAF FOREVER! BUT AIN'T SHE SWEET?

As Princess Margaret left the government luncheon at the Empress Hotel Monday with Premier Bennett, William Tickle's hotel orchestra played "The Maple Leaf Forever."

But the second she stepped into the lounge, the orchestra swung into a rousing version of "Ain't She Sweet!"



BUT DICKERING GOES ON

Dam Agreement Signed

REGINA (CP) — The South Saskatchewan River dam agreement was signed Monday but the province hopes to reopen negotiations on the section referring to maintenance.

Premier T. C. Douglas signed two copies of the agreement. They were to be mailed to Ottawa later in the day for signing by Agriculture Minister Harkness.

G. L. McKenzie, PFR aid director here, said tenders for access roads and construction headquarters at the site, near Outlook, 60 miles southwest of Saskatoon, will be called within a month.

The document was signed despite the fact that no agreement was reached on the maintenance clause which had held up closing of the agreement for more than a week.

As things stand, Ottawa would pay claims of third parties for damages in case of some disaster caused by faulty construction for 25 years after the province has taken over the dam.

The province has been unable to get a guarantee against some natural disaster, such as a freak flood. But it was agreed to sign so that construction could start on the $184,000,000 project.

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Spike, Helen Jones Acquire Baby Girl

HOLLYWOOD (AP) — Spike Jones and his wife, singer Helen Grayco, are the parents of a seven-pound, eight-ounce girl. She was born Monday night at Hollywood Presbyterian Hospital.

FUNERAL SERVICES will be held at McCall's Chapel Wednesday for Roy Simmons, 46, former Victoria Amateur Boxing Association official who died suddenly Saturday, at his home, 948 Esquimalt Road.

Only Part of Douk Solution Agreed

OTTAWA (CP)—Justice Minister Fulton Monday said correspondence with the British Columbia government indicates the possibility of provincial-federal agreement on the handling of only "one aspect" of the B.C. Doukhobor problem.

Mr. Fulton, who said Friday he had not yet received a letter from Premier Bennett of B.C. setting forth the B.C. government's reaction to confidential federal proposals, acknowledged in the Commons Monday the letter had arrived but that at that time it had not been drawn to his attention.

"I wish to remove any impression that a reply from the premier of B.C. was overdue," he told the House.

The letter, however, indicated the two governments had been unable to agree on a mutual basis for action except on one aspect of the problem, which the minister did not specify.

Mr. Fulton went to B.C. two weeks ago for personal talks and both federal and provincial governments have since kept secret the nature of the proposals discused.

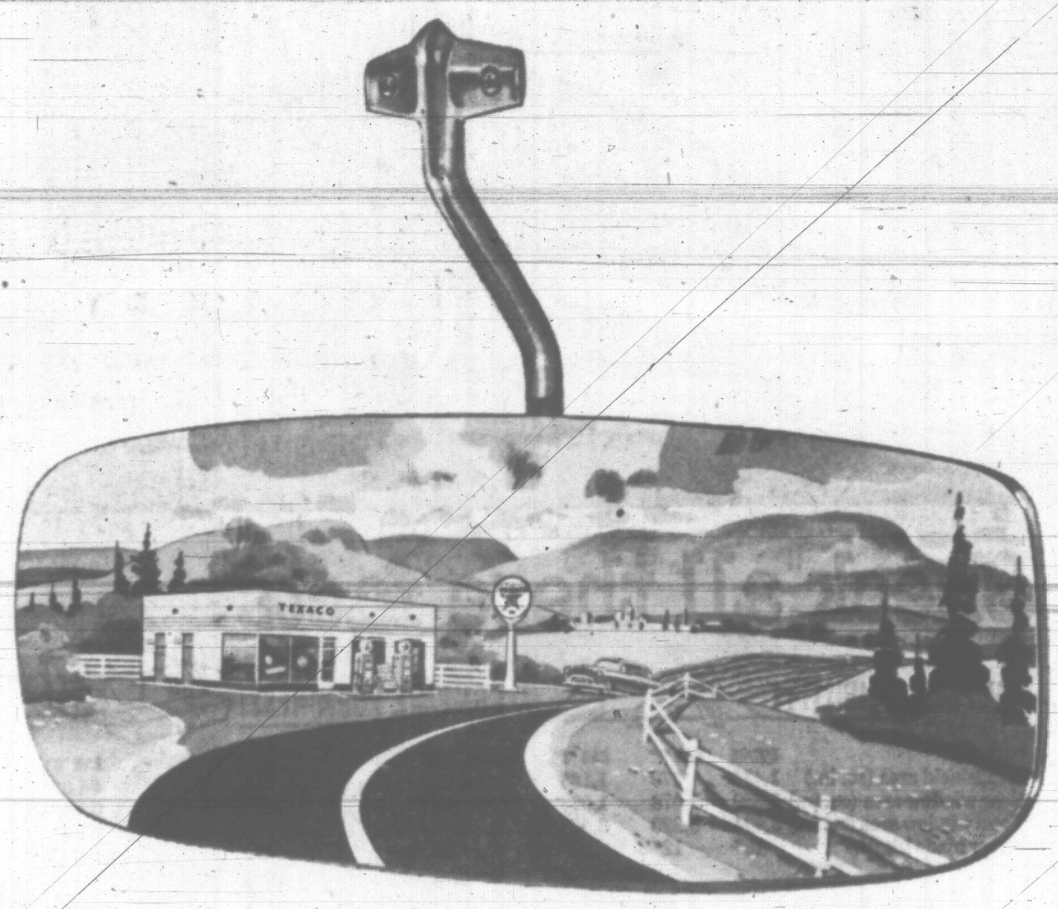
LAST
BUTCHART GARDEN SYMPHONY CONCERT
★ Thurs.
8.15 p.m.
Canada's Greatest

Cliff Lumsdon Again Second To Tom Park

ATLANTIC CITY. (CP) — Tom Park slid through turbulent waters like a slippery seal Monday to win the Atlantic City marathon for a record third time. Park finished in 11 hours 52 minutes and 45 seconds to win the first prize of $5,000.

Cliff Lumsdon of Toronto finished second to Park in a continuation of a rivalry that has been going on for years.

Park's victory definitely gives him the edge in this swim. But Lumsdon was the first person to swim Juan de Fuca Strait from the Canadian to the American side, considered the toughest way.



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All holders of unmatured 3% Victory Bonds (Canadians now own a total outstanding amount of $6,416 million) are now offered the opportunity to convert into the new non-callable

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YOU are urged to consult immediately with your investment dealer, bank, trust or loan company or other financial adviser about the terms of the conversion offer.

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Applications may be filed and cash adjustments received now. Be sure you share to the full in this unprecedented opportunity.

OFFICIAL CAMPAIGN BEGINS AUGUST 5TH FOR A LIMITED PERIOD

Cubs Move Into Third

Yankees Extend Runaway Margin; Braves Regain Top Spot in NL

By Associated Press

You couldn't hear the snickers for the laughs when manager Bob Scheffing allowed as how his Chicago Cubs could be shooting for the National League pennant. But who was it who chilled Philadelphia Phillies? The Cubs. And who's that sittin' in third place, just 2½ games shy of first? The Cubs.

This is the sort of race in which a club can win three in a row and jump two positions in the standings. And the Cubs have done just that, moving up from fifth with a sweep of the last three in a four-game set with the Phils, who had won 11 of their previous 14.

The Cubs, who have finished in seventh or eighth place long enough to pay off a mortgage, gained their first extra-inning victory since last Sept. 8 Monday with an 11-10 decision over the Phils in 11 innings. That pushed Chicago free of a third-place tie with idle St. Louis while Milwaukee was regaining first place from San Francisco by drubbing the Giants 12-3.

Last place Los Angeles only 6½ games from the top—hammered Cincinnati 8-5 in the only other NL game scheduled.

CUBS HOT

The Cubs, sixth after the July 4 firing, now have won seven of their last nine.

Walt Moryn, Lee Walls and Johnny Goryl homered for the Cubs, who trailed 9-3 at one point. Walls drove in four runs, two with his 20th homer, helping rookie Glen Hobbie, 7-6, to the victory.

Wes Covington was 4-for-4 and drove in three runs, one on his 13th homer, and Johnny Logan ripped a two-run homer as the Braves counted 16 hits off loser Al Worthington (8-5) and three relievers.

Dodgers counted all their runs on homers—and, in fact, have homered for their last 16 runs, all in the four-game sweep of the Reds. Don Zimmer, out a week with injuries, hit a pair, good for four runs; Charlie Neal counted three runs with his 17th, third of the series; and stout Steve Bilko belted his seventh, second against his ex-mates.

FORD SHARP

This may be the year Whitey Ford, the New York Yankees' stubby southpaw, finally wins 20 games. He seldom has looked better since coming up to the American League in 1950.

Yet he never has won 20 in one year. In 1956 he won 19 and arm trouble held him to an 11-5 record last year.

Ford is 11-4 now. He tied teammate Bob Turley for the AL shutout lead with four by blanking the Chicago White Sox 5-0 Monday night on three hits.

The runaway Yankees pushed 13 games ahead, their longest bulge of the season, as Boston reclaimed second place with a 4-3 decision over Cleveland in 10 innings and Detroit slipped to third with a 2-1 defeat at Baltimore. Jack Urban, a one-time Yankee farm hand, shut out Washington 4-0 on four hits for the Kansas City As.

Hank Bauer's ninth homer and Mickey Mantle's 23rd helped Ford. But he also struck out two, didn't walk a man and faced but 30 batters, three over the minimum. Early Wynn (8-8) was the loser, giving up seven of the Yankees' nine hits.

SPORTS

DOUG PEDEN
Sports Editor

BASEBALL SCORES

NATIONAL LEAGUE

	W	L	Pct	GBL
Milwaukee	43	36	.544	
San Francisco	44	38	.537	½
Chicago	43	41	.512	2½
St. Louis	39	38	.506	3
Philadelphia	38	39	.494	4
Pittsburgh	38	43	.469	5½
Cincinnati	37	42	.468	6
Los Angeles	38	44	.463	6½

Milwaukee ..... 201 022 320—12 16 1
San Francisco ..... 010 001 100— 3 5 1
Burdette and Crandall; Worthington, Crone (5), Shipley (7), Monzant (8) and Schmidt. Home runs: Milwaukee—Covington (13th), Logan (9th); San Francisco—Wagner (2nd).

Philadelphia ..... 400 140 000 01—10 10 0
Chicago ..... 200 110 104 02—11 15 3
Cardwell, Semproch (9) and Suvat-ki; Phillips, Fodge (1), Drott (5), Henry (5), Elston (8), Hobbie (11) and S. Taylor. Home runs: Chicago—Walls (20th) Moryn (16th), Goryl (4th).

Cincinnati ..... 100 022 000—5 9 1
Los Angeles ..... 020 401 00x—8 8 5
Purkey, Kellner (4) and Bailey; Podres, Klippstein (6) and Roseboro. Home runs: Los Angeles—Zimmer (7th, 8th), Neal (17th), Bilko (7th).

AMERICAN LEAGUE

	W	L	Pct	GBL
New York	54	27	.667	
Boston	41	40	.506	13
Detroit	40	40	.500	13½
Kansas City	39	41	.488	14½
Chicago	38	43	.476	15½
Baltimore	38	43	.475	15½
Cleveland	38	45	.464	16½
Washington	35	47	.427	19½

Detroit ..... 100 000 000—1 7 1
Baltimore ..... 100 000 01x—2 6 0
Mosford and Wilson; Brown and Triandos. Home runs: Baltimore, Boyd (3rd).

Cleveland ..... 010 100 010 0—3 7 2
Boston ..... 002 000 200 1—4 8 1
Wilhelm, Narleski (6), Grant (8), Mossi (10) and Brown, Nixon (8); Sisler, Wall (5) and Berberet. Home runs: Cleveland, Brown (6th).

Chicago ..... 000 000 000—0 3 2
New York ..... 100 110 11x—4 9 0
Wynn, Qualters (8) and Lollar; Ford and Howard. Home runs: Nyk-Bauer (9th) Mantle (23rd).

Kansas City ..... 300 100 000—4 6 1
Washington ..... 000 000 000—0 4 1
Urban and Smith; Ramos, Constable (9) and Courtney.

PACIFIC COAST LEAGUE

	W	L	Pct.	GBL
San Diego	54	36	.600	
Phoenix	55	38	.591	½
Vancouver	52	40	.563	3
Salt Lake City	45	47	.323	7
Portland	39	45	.464	12
Hollywood	40	51	.440	14½
Seattle	38	54	.413	16½
Sacramento	33	54	.393	18½

Seattle ..... 105 100 002—8 17 1
Sacramento ..... 001 020 100—4 9 1
Wiend and Dotterer; Greene, Watkins (3), Bowman (4), Kume (6), Ross (7), Mess (9) and Dairymple.

INTERNATIONAL LEAGUE

	W	L	Pct.	GBL
Montreal	58	33	.637	
Toronto	51	37	.579	6
Rochester	48	42	.533	9½
Columbus	47	47	.500	12½
Miami	49	48	.500	12½
Richmond	43	49	.467	15½
Havana	46	51	.440	18
Buffalo	34	61	.358	26

Buffalo 4, Toronto 5.
Montreal 4, Rochester 0.
Richmond 4, Miami 1.
Havana 7, Columbus 1.

B.C. PRODUCT MAKES GRADE

PENTICTON (CP) — Ted Bowsfield of Penticton has been called up from Minneapolis Millers of the American Association to pitch for Boston Red Sox of the American League.

"We rather expected it, but this kind of news comes as a surprise no matter how much you expect it," said his father, Frank Bowsfield.

Fan Participation Adds to Excitement

VANCOUVER (CP)—Vancouver Halecos swamped Carlings, the Cinderella team of the Pacific Coast Soccer League, 4-0, Monday night to win the Shrine Cup.

The game was a replay of Saturday night's final in which Carlings, who hadn't won a game all season in league play, held the mighty Halecos to a scoreless draw.

Norm McLeod gave Halecos a 1-0 lead in the first half. Centre forward Neil McEachnie scored two in a row and Gordon McLeod got one in the second half.

The game was marked by two lively skirmishes—goalie versus fan, and fan versus referee.

Carling netminder Joe Travis was the man who wasn't there.

One minute he was keeping his lonely vigil in unoccupied territory. A minute later he had scaled the fence at the west end, gone up the benches two at a time, and stood facing a fan who had been giving him a bad time.

TIME TO REST

He stopped swinging only when non-belligerents got in his way.

"All summer I've been getting it," Travis said.

"It's the referees' fault," said Carlings' manager Fred Whittaker. Just what the connection was between the referee's work on the field and Travis' work off of it was not made clear in the heat of the moment.

But even as Whittaker spoke, a young citizen walked out of the stands and into the immobile group of players at centre field, waiting for play to resume.

The fan walked straight toward referee John Webber. He swung both fists. Two Carlings' players speared him from either side and hauled him to an exit.

Gary, Jim Spark Farmers' Frolic

Six-goal splurges by Gary Druce and Jim Davidson paved the way to an easy 20-5 triumph for Saanich Farmers over Victoria City in a Greater Victoria Lacrosse Association midget division game at Stevenson Park Monday.

Scorers:

Saanich—Gary Druce 6, Jim Davidson 6, Frank Alexander 3, Dennis Sproule 2, Robert Whittaker, Ricky Cool, Russell Holmes.
Victoria—Cliff Thorburn 3, Russ Malcom, Sammy Lim.

Shirley Tops Divoters

Shirley Naysmith recorded an 83 to win low gross honors in a women's handicap competition at Gorge Vale Golf Club Monday.

Jean Massey, with 87-15—72, took low net laurels and Mrs. B. Thirlwell finished in the runner-up spot with 84-10—74.

VICTORIANS AT BISLEY

Discussing range conditions at Bisley, Eng., are Victoria's two representatives on Canadian team competing in this week's Commonwealth rifle matches. Maj. A. M. Taylor Spittal, right, is commandant of Dominion squad, and Maj. Jack Roberts of 25th Militia Group is firing in competitions which wind up with Queen's Prize event. (National Defence Photo.)

Club-Throwing Tommy Could Use Good Lawyer

BY LEO PETERSEN

HAVERTOWN, Pa. (UPI) — U.S. Open golf champion Tommy Bolt goes "on trial" today before his own profession, facing possible suspension from tournament play because of his behavior.

Bolt's predicament, as he faced the wrath of the long-suffering Professional Golf Association executive committee, hurled into the background Thursday's opening of the annual P.G.A. tournament.

The status of the man known as "Thunder," whose most recent explosions had drawn him a $500 fine and the revelation that he already was on probation, was to be decided today at a command appearance before the governing body of his own association.

There was no advance word of what punishment — if any — would be meted out to the club-throwing, terrible-tempered tee shot artist who announced only last month as he won the coveted U.S. Open that he was a "reformed soul."

ON PROBATION

Subsequent events failed to prove that assertion. He withdrew from three events after only nine holes and also was accused of "unbecoming conduct" after verbally attacking tourney officials. And then it was revealed that he had been on probation for past misdemeanors since last January.

Said PGA president Harold Sargent of Atlanta: "It should be pointed out that this is not as result of one isolated incident. This is because of his general overall conduct — the same thing on which he has already been on probation since last January.

"We can't say anything about what will transpire," Sargent added. "We owe it to Tommy, as one of our members, to hear his side of it first."

But—it was indicated by Sargent's tone—Bolt's story would have to be mighty strong to avert complete suspension from tournament play. The inference was that probation had't worked and there was only one recourse left.

Players have been suspended from tournament play in the past, even though such action never has been taken against a man who so recently attained such a glamorous peak in the par-busting profession. There are known cases, although unpublicized, where players have been ordered off the four for not hewing exactly to the gentlemanly qualities demanded by the game.

ACTION NECESSARY!

"It would be a crime if they let him continue to compete in tournaments without taking some drastic action," said one of Bolt's fellow professionals as the entire fairway fraternity on hand concentrated its discussions on his "trial."

Bolt is scheduled to be one of 166 pros, including 11 former champions headed by defending champion Lionel Hebert, to tee off Thursday in the revamped tournament which this year for the first time changes from match to medal play because of financial reasons.

The change in format was made because, simply, the big names were being knocked out in early rounds in recent years and the guys named Joe who survived couldn't draw peanuts. The change, therefore, was a financial necessity even though many of the old guards—and the home pros looking for one day of glory as they beat a "name" player—spoke longingly of the old way.

This time, though, it will be four medal rounds of 18 holes. And, whether Bolt is on hand or not, the early favorite is three-time winner Sammy Snead, at 46 still the man they fear the most.

CUT AND SHOOT CLOUTER STILL HAS MIAMI DATE

MIAMI BEACH, Fla. (AP) — Promoter Chris Dundee said Monday Roy Harris of Cut and Shoot, Tex., has a Miami Beach boxing date before he can try for Floyd Patterson's heavyweight title at Los Angeles Aug. 18.

He said a 1957 agreement to fight Willie Pastrano of Miami Beach is still valid despite three postponements of the proposed rematch. Dundee said the rematch was stipulated in advance of a Houston, Tex., bout which Pastrano lost to Harris.

In Sacramento, Calif., Dr. Dan Q. Kilroy Jr., State Athletic Commission chairman, said: "This comes as quite a surprise to me." He said if a legal contract exists his commission will look into the matter. At Houston, Harris' manager, Lou Viscusi, brushed off contentions that his boy must fight at Miami Beach before seeking the title.

CLASH OF SLUGGERS

It Will Be News If Yvon Boxes

MONTREAL (CP) — It shouldn't take the scheduled 12 rounds for a victor to emerge in the British Empire title bout between Yvon Durelle of Baie Ste. Anne, N.B., and South Africa's Holt Wednesday night.

Durelle and the challenger are both considered strong punchers. Both like to bore in and slug it out.

Theoretically, someone has to give — fistic analysts figure this should happen in the middle rounds.

WILL BOX EARLY

Durelle, a ponderously slow mover even for a light-heavyweight, said he will try to box his more stylish opponent in the early rounds.

"I'll see how boxing him works out at the start. If he proves too much for me, then I'll have to wade in and slug it out with him."

This is considered likely.

Piet Lourens, Holt's manager, welcomed the news of Durelle's fight plan. He thought Holt would take the fight no matter what Durelle tried.

"Besides, you can hardly knock out a fighter who just wants to go the route. If Durelle's willing to fight an aggressive battle, that suits us fine. Mike's punching is sharp."

DURELLE FAVORED

Early betting has established the French-Canadian fishermen as 9 to 5 favorite. But some observers have gained a healthy respect for Holt since the South African started training here last week and the odds are expected to narrow before fight time—possibly to 7½ to 5.

Jack Sharkey, former world's heavyweight boxing champion, is among those who like Holt. Sharkey, in town to referee a wrestling match, said Holt is "more of a fighter" and should polish off Durelle in six or eight rounds.

The bout is being televised from the Montreal Forum on national TV networks in Canada and the United States.

Miller's Blow Right Recipe For Bakers

Brodies Bakery may be cooking up some trouble for front-running Fletchers in the men's senior "B" softball league.

The Bakers climbed within two games of the leaders Monday night as they came from behind for a 9-8 decision over third-place Navy at Heywood Avenue Park.

Marty Miller chased home the tying and winning runs in the bottom half of the eighth frame with his third single of the game.

Jack Girard, who relieved starting pitcher Joe Lesperance in the sixth, took over from there, striking out the side in the Navy half of the ninth to nail down the victory.

Linescore:

SENIOR "B" LEAGUE

	W	L	Pct.	GBL
Fletchers	13	3	.813	
Brodie's Bakery	11	5	.688	2
Navy	9	7	.563	4
D & D Tire	8	7	.533	4½
Mary's Coffee Bar	5	10	.333	7½
Tudor House	2	16	.111	12

Navy ..... 120 030 020—6 10 0
Brodies Bakery ..... 201 121 02x—9 10 5
Norm Haskell and Tom Sloan; Joe Lesperance, Jack Girard (8) and Bill Peterson.

SENIOR "A" LEAGUE

	W	L	Pct.	GBL
Gorge Hotel	16	3	.842	
Arrow Furniture	11	11	.500	6½
Duncan	8	10	.444	7½
Half Way House	5	16	.238	12

AMERICAN ASSOCIATION
All-Stars 10, Denver 2.

JUDGE RULES DODGER CONTRACT VOID

Walter's Still Waiting

LOS ANGELES (AP) — A judge ruled Monday that the Chavez Ravine contract between Los Angeles Dodgers and the city is invalid.

Superior Judge Arnold Praeger upheld contention of two taxpayers' suits that the city's deal to give the baseball club acreage in the ravine for a $12,000,000 stadium is void because deed restrictions limit use of the land to public purposes.

The decision will further delay plans for Dodger president Walter O'Malley to build ball park. Appeals in the case conceivably could tie up the Dodgers' plans for months, even years. O'Malley had hoped to get started on the stadium this month.

The Dodgers are playing their home games this season and next in the Los Angeles Coliseum, not ideally suited to baseball.

Judge Praeger issued a permanent injunction prohibiting the city from carrying out terms of an ordinance approving the proposed contract.

Los Angeles voters gave their approval to the contract in the June 3 election, but the two suits then were filed.

Waiting Will End In Just Five Days

Fishing Starts at Dawn In Solarium Derby Sunday

The time of waiting is almost over.

Only five days remain until anglers can start tossing lures overboard in Vancouver Island's biggest one-day fishing competition—the Solarium Derby.

They are going to be worrisome days for members of this year's derby committee. What happens in that time will decide if the committee is going to hit its record target of $11,500 for the Queen Alexandra Solarium.

Chairman Dick James and his committee, meeting Wednesday for a final look at derby arrangements, believe they have a good chance of at least matching last year's record total of $11,454. But they know it will take an all-out push down the home stretch and continued co-operation from lower Vancouver Island residents to acquire the $6,000 still needed to shove the campaign over the top.

All proceeds from the salmon shindig, sponsored jointly by the Victoria-Saanich Inlet Anglers' Association and the Daily Times, will again go to the crippled children's hospital. Since the event was started in 1946, a total of $50,486.78 has been turned over to the Solarium.

It is hoped that returns from Sunday's event will be enough to pay for complete furnishing of the main room in the new Solarium building at Gordon Head. Cost of equipping the room, which will serve as a chapel, auditorium, recreation room and theatre, and of installing a telescope on the hospital grounds, is estimated at $11,500.

Derby Jamboree on Tap Thursday

Helping in the home stretch drive will be radio station CKDA and CHEK-TV.

Lee Hallberg will devote his half-hour Island Sportsman television program Thursday at 7 p.m. to the event and Keith MacKenzie will again stage a Solarium Derby Jamboree over CKDA the same night, starting at 9.

VSIAA officials will be at the radio station to join in the jamboree and to accept pledges for tickets or contributions to the derby fund.

On derby day, CKDA will bring listeners first-hand reports of derby activity until after prize presentations at the Anchorage Boathouse, Brentwood, are completed at approximately 3.45 p.m.

When derby contestants start out at daybreak Sunday, they will be competing for a record array of prizes.

Heading the list of awards is a 1958 Fairlane Ford, which may be won by anyone purchasing a $1 derby ticket.

Anglers will also be chasing at least 75 fishing prizes, including an outboard motor and fuel tank for the man weighing in the largest salmon, an automatic portable sewing machine for the leading woman angler, and transistor radios for the boy and girl topping the under-17 junior division.

If a woman or junior lands the derby's biggest fish, she, or he, will have a choice of top prizes.

Requirements Are Not Exacting

All that is needed to enter the scramble for prizes, other than fishing tackle and boat accommodation, is a derby ticket, which may be obtained from members of the derby committee, sporting goods stores and boathouses in the Saanich Inlet area.

Fishing officially starts at daybreak and only salmon caught in waters between Goldstream and the line from Moses Point to Green Point will be eligible for prizes. All fish must be on the docks at weigh-in stations — Hall's Boathouse at Goldstream, Anchorage Boathouse and Holder's Boathouse at Deep Cove—by 2 p.m.

Anglers must use rods — six feet or over in length—equipped with reels. Only one rod will be allowed per contestant, and hand lines are prohibited.

Either artificial or natural lures may be used. Derby entrants hooking a salmon may have assistance only in netting or gaffing their catches.

During presentation of prizes at the Anchorage, which will start around 3.30, little Marlene Emmal, a former Solarium patient who has returned to her home at 1290 Derby Road, will make the draw which will decide the winner of the main prize.

Only five days remain in which to purchase the ticket that will help the handicapped youngsters at the Solarium and give you a chance to win one of the derby prizes.

Only five days . . . don't wait too long.

SALMON CONTEST

William S. Muir, 724 Yates Street, was the winner of Ed Duffin's salmon contest, held last weekend in aid of the Solarium Derby fund.

Muir won the salmon by submitting the closest estimate of its dressed weight—32 pounds seven ounces.

BACK IN ACTION with Nanaimo Timbermen, Harry Wipper will be facing Victoria Shamrocks in Inter-City Lacrosse League game at Memorial Arena Wednesday night. Wipper, Nanaimo coach st year, played his first game of season last Saturday as Nanaimo edged Vancouver in overtime and moved one point ahead of Shamrocks, who hope to climb back out of cellar with win Wednesday.

Raines Takes Main Prize In VMD Derby

Anglers competing in the annual Victoria Machinery Depot salmon derby brought in about 50 fish at Saanich Inlet Sunday.

Fred Raines earned the day's top honors, landing a 15-pound, one-ounce spring salmon to win the first prize of a complete salmon fishing outfit.

Alan Kerrigan collected the second prize of a transistor radio for his nine-pound, six-ounce entry and Len Hickling took the camp stove, lantern and cooler up for third place with an eight-pound, 13-ounce specimen. J. Rowe won the fourth of 35 fishing prizes up for competition.

Winner of the main consolation award of a complete camping outfit was J. Breuls. Other winners of consolation prizes were E. Gage and G. A. Poynter.

SPORTS MENU

BASEBALL
6.30 p.m.—Victoria Senior Amateur League, Eagles vs. Pearce Electric, Royal Athletic Park.
SOFTBALL
6.45 p.m.—Senior "A" Men's League, Arrow Furniture vs. Gorge Hotel, Central Park.
6.45 p.m.—Senior "B" Men's League, D & D Tire vs. Mary's Coffee Bar.
6.30 p.m.—Senior "B" Women's League, Vicettes vs. Polyettes, Lower Central Park.
LACROSSE
6.30 p.m.—Senior "B" Lacrosse League, Junior Shamrocks vs. Foul Bay Tugmen, Stevenson Park.
MINOR BASEBALL
6.30 p.m.—American Little League, Automecs vs. Tuglets, Little League Park.
6.30 p.m.—James Bay Little League, Totems vs. CBRE, Macdonald Park.
6.30 p.m.—Fairfield Little League, ACT vs. Public Service, Brooke Street Park.
6.30 p.m.—Layritz Little League, Boosters vs. Local Nine, Layritz Park.
6.30 p.m.—Capital City Colt League, Dowell's Cartage vs. Victoria Tire, Windsor Park.

Chilliwack Sniper Sixth at Bisley

BISLEY, England (Reuters) —S.-Sgt. F. Adams of Chilliwack, B.C., took sixth place Monday in the Duke of Cumbridge competition at the annual Bisley rifle-shooting competition. Shooting 10 shots at 900 yards, Sgt. Adams scored 48 out of 50.

Maj. B. E. Besteck of Winnipeg placed ninth.

Canadian Ski King In Shawnigan Meet

Officials of Victoria's Aqua Ski Club, sponsoring a major meet in the first year of operation, today announced that more than 100 entrants are expected to be on hand when the Western Canadian Open water ski championships are staged at Shawnigan Lake this month.

The big meet, to be held July 25, 26 and 27, has attracted entries from many of the leading skiers from California, Oregon, Washington and British Columbia.

The three-day program will include events for trick riders, jumpers and slalom experts.

RECORD HOLDER

A total of 22 events will be on the program, including three each for novice men and women, junior boys and girls, veterans and two open classifications.

The opening day's program will start at 8.30 a.m., and the final two days, which will feature jumping events, will commence at 9 a.m.

John Godfrey, defending Canadian champion, is among the first "name" competitors listed as entered. The Vancouver skier holds the Canadian jumping record of 105 feet and will attempt to better the mark from the newly erected ramp at Shawnigan Lake.

Aqua club president Grant Fenwick announced, too, that bus transportation will be arranged for spectators wishing to see the event. Tickets for the meet can be obtained at the Hudson's Bay Co. or from city sporting goods stores.

OC CRICKET

LONDON (Reuters) — Monday's close-of-play cricket scores:

Middlesex 254 for 9 declared; Yorkshire 441 for 4.
Essex 268 and 113 for 3; Glamorgans 182.
Cambridge University 161 for 7 declared and 53 for 2; Oxford University 180.
Somerset 116 and 47 for 2; Northamptonshire 217.
Lancashire 256 and 9 for 2; Combined Services 253 for 8 declared.
Kent 291 and 25 for 1; Surrey 211.
Worcestershire 148 and 43 for 2; Warwickshire 265 for 9 declared.
Leicestershire 70 and 18 for no wickets; Derbyshire 183.
Nottinghamshire 276; Gloucestershire 132 for 6.
Sussex 145 and 118; Hampshire 265. Hampshire won by an innings and 2 runs.
New Zealand 286; Scotland 135 and 119. New Zealand won by an innings and 32 runs.

'Y' Swimmers Practice

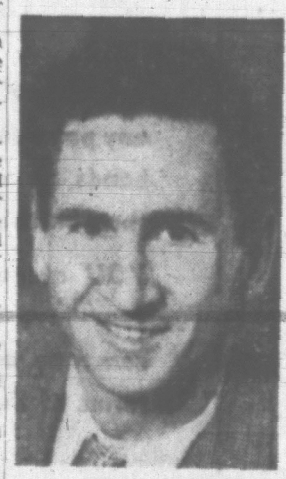
Members of the YMCA Swimming Club who will compete in a weekend meet at Port Alberni are asked to attend two workouts this week.

Practice sessions will be held at the YMCA pool Wednesday and at the Crystal Garden Thursday. Both workouts start at 7 p.m.

CENTURY CLUB

SOLARIUM DERBY

George Douglas resigned as secretary of the Victoria-Saanich Inlet Anglers' Association two years ago because he wanted to spend more time with his family.



GEORGE DOUGLAS
. . . Steady Seller

But there has been little change. George's work to help youngsters still forces him to spend considerable time away from home.

VSIAA secretary for five years and chairman of the solarium derby committee in 1956, George is now president of Greater Victoria's Little League baseball organization. And if he isn't working for the city's baseball-minded youngsters, he's probably out selling tickets to next Sunday's derby.

Once again he is pulling his share of the derby load and has again qualified for the derby's century club, open only to those who sell more than 100 tickets to the one-day fishing competition.

Douglas still wants to sell more tickets before Sunday. Call him at 4-7789 and he'll welcome the chance to mark up another sale on his list.

LACROSSE
MEMORIAL ARENA
WEDNESDAY AT 8.30
Shamrocks vs. Nanaimo
Tickets on sale Arena Box Office 10 a.m. to Game Time
All Seats Reserved—75c and $1.00, tax incl.
Event 60—Orange Ticket

COMMONWEALTH EVENT STARTS FRIDAY

Canadian Contingent Primed for Opening

CARDIFF (CP)—Canada's rowing team in the Empire Games has finished tapering off its training and now is ready for time trials, coach John Warren of Vancouver said Monday.

"Serious time trials will start in a day or two and we'll know then definitely how things are shaping up," Warren declared.

The oarsmen and scullers were the hardest working outfit aboard the Empress of England on the Atlantic voyage from Montreal. Since their arrival a week ago Tuesday, the water on Lake Padarn has been choppy but it didn't bother them until Sunday when heavy rain and blustering winds kept them indoors.

The Canadian coach declined comment on Canada's changes in any events which start Saturday. The official opening is Friday.

LORNE READY

Lorne Loomer of Victoria, who had an infected toe which kept him out of the Games trials in St. Catharines, Ont., has been working steadily here with the University of British Columbia eight since their arrival. "He is in good shape," Warren said.

The first Canadian athlete to appear in Cardiff Arms Park for the official opening will be be Doug Clement, Vancouver middle-distance runner and a veteran of three previous international competitions.

The honor fell to Clement, captain of Canada's track and field squad, when he drew the assignment of carrying the Canadian flag in Friday's official opening parade. As host of the last games, at Vancouver in 1954, Canada has been granted pride of place in the ceremony.

All the Games' activity wasn't confined to Wales. In London, Dr. Roger Bannister, first man to break the four-minute mile, started off from Buckingham Palace with the Queen's message, to be read at the official opening by her husband, the Duke of Edinburgh.

Bannister, one of 664 runners in the four-day relay, trotted the first mile and also got an official greeting from George Drew, Canada's high commissioner in London.

Because of a record entry of nearly 1,100 athletes from 37 countries, the Games federation has decided on elimination heats for the men's 440 and 100-yard races Thursday afternoon.

Various team officials have complained about the new system of trimming down competitors before the Games open. They don't think it's fair for athletes to qualify for the Games and then be put out before the official opening.

General manager Bob Osborne of the Canadian team said his athletes all are in top shape except fencer Leslie Krasa, Montreal, who is recovering from a mild heart attack and has been withdrawn from the Games.

"Summer time . . . when the livin' is easyyyyy . . ."

Dodgers Take Playoff Lead

Mike Harte and Murray Wolfe combined their pitching talents at Bullen Park Monday night to spark Dodgers to a one-game lead in the best-of-three series for the Esquimalt Little League championship.

Wolfe, hurling the first three innings, and Harte held Cubs to two hits and received errorless support as the Dodgers squeezed out a 2-0 victory.

Dodgers were able to garner only three hits against the pitching of Dan Evans and Frank Lezetc.

Dodgers	010 100	2	3	0
Cubs	000 000	0	2	1

Dan Evans, Frank Lezetc (6) and Frank Lezetc Pat Whalen (5); Murray Wolfe, Mike Harte (4) and Nick Orton.

CARNARVON PONY LEAGUE

	W	L	Pct.	GBL
Oak Bay Police	12	3	.800	—
Cosmopolitans	9	6	.600	3
Mawson Gage	8	6	.571	3½
Rotary	6	7	.462	5
City Police	6	8	.429	5½
Jaycees	2	13		

Cosmopolitans	300 010 0—	4	3	2
Oak Bay Police	100 001 0—	2	4	0

Jerry Moore and J. V. Haslam; Bill McAdams and Gerry Casper.

AMERICAN LITTLE LEAGUE

	W	L	Pct.	GBL
Automecs	6	2	.750	—
Tuglets	5	3	.625	1
Kinsmen	4	4	.500	2
Lions	1	7	.125	5

Automecs	171 002—	11	8	0
Kinsmen	000 005—	5	1	5

Pete Jolly and Dave Bowie; Mike Beguin, Bob Zapotichny (2) and Gord Pennelly.

Lions	000 0—	0	3	2
Tuglets	5(11)2 x—	18	0	1

Allan Hurst, Bob Higgins (3) and Colin Godfrey; Doug Hill and Murray Smith.

CAPITAL CITY COLT LEAGUE

	W	L	Pct.	GBL
C & C Taxi	16	5	.762	—
Victoria Tire	13	7	.650	2½
Pacific Sheet	6	13	.316	9
Dowell's Cartage	5	15	.250	10½

Victoria Tire	202 001 0—	5	5	5
C & C Taxi	010 132 x—10	7	5	

Bowen, Reese (5), Hobbis (6) and Robertson; Kilduff and Sadler.

OAK BAY LITTLE LEAGUE

	W	L	Pct.	GBL
Pollard Const.	5	0	1.000	
Evans-Coleman-Johnson	3	3	.500	2½
Northwestern Velvets	3	4	.429	3
Kersey Foods	1	5	.167	4½

Northwesterns	132 126—15	12	6	
Kersey Foods	008 040—12	9	6	

Allan Blackwell, Dennis Murphy (5) and Jim Taylor; John Herman, Hugh McDonald (3) and Bruce Gordon.

NEW IMPORTS SHINING

Lions' Homebrew Hopefuls Impress

KELOWNA — British Columbia Lions' hopes of developing a functional Canadian offensive unit for Western Football Conference wars seem closer to reality this year.

Mel Gillett, Baz Nagle, Ted Hunt, Bill Britton, Chuck Dubuque, Mike Davies and Earl Keely are all in the running for this special homebrew unit.

Most impressive in scrimmages have been new import end Howie Schnellenberger, former all-American from Kentucky, and import George Herring, quarterback graduate of Mississippi Southern.

They once formed a trio with a 1956 Lion great, Ed Vereb, on the Fort Knox (U.S. army) football squad. Vereb is expected to report in late August to the Lions.

A fifth import quarterback checked in Sunday, when Gerry Gustafson, with the 1956 Lions, arrived. He was released from the U.S. army three days ago.

Lions recorded their first serious injury of the 1958 training session when import centre Pete Brown, a 200-pounder, was flattened trying to stop fullback By Bailey.

It could be that Brown, who has sustained head injuries before, has been battered out of his bid for a team berth.

Two other Lions suffered less serious injuries. Canadian end Vic Chapman broke his nose and lineman Laurie Hodgson required treatment for facial cuts.

City Net Ace Scores Easy Win at Tacoma

Stylish John Fraser of Victoria, top-seeded in boys' singles, defeated Mansel Blackford of Seattle 6-0, 6-3 Monday in the opening round of the Pacific Northwest tennis championships at Tacoma.

Vicki Berner of Vancouver, defeated Linda Watson, Tacoma, 6-1, 6-1 in the girls' 18 and under singles.

Fraser was seeded first in the under 15 boys' division largely because of his showing in the Oregon State championships at Portland. Californian Reed Witt defeated the Victoria star 6-1, 6-1 in Sunday's final.

RACING RESULTS

LANSDOWNE PARK

First Race—$850, Claiming, three-year-olds; Six furlongs.
Napolina (Richards) $9.50 $3.80 $3.70
Saanich Prince (Ventrella) 3.80 2.90
Sure Lea (Terry) 8.80
Quinella paid $14.50.
Also ran: Helicopter Man, Sir Jungle, Miss Reelaire, Inverhawk, Elaine Flash, Summation, Belltwine. Time—1.13.

Second Race—$850, Claiming, two-year-olds bred in Canada, 5½ furlongs.
Boston Star (Broomfield) $7.90 $4.90 $3.60
Penworth (Webster) 4.20 3.00
Shady Lea (Richardson) 5.40
Also ran: Glen Wynn, Sho-Me-Lea, Just Dream, R. J. Lad, Rossburn, Hasty Laude, Bright Lea. Time—1.07 1-5.

Third Race—$850, Claiming, three-year-olds and up, six furlongs.
Cantando (Richardson) $8.40 $4.60 $3.70
Time Goes By (Volzke) 3.90 3.00
High Cara (Arterburn) 4.90
Also ran: Chilblain, Tessella, Imponderable, Royal Dust, Jones Road, Simonworth, Barts Rock. Time—1.12.

Fourth Race—$850 Claiming, three-year-olds and up, Six furlongs.
Colwood Girl (Yaka) $6.50 $3.40 $3.00
Madtogo (Richards) 3.60 3.20
Lord Glenlivet (Frey) 9.20
Also ran: Cameo Queen, Wardee, Wheatlander, Great Count, Delta Drive, Hasty Hawk, Island Hawk. Time—1.12 3-5.

Fifth Race, $850, Claiming, three-year-olds and up, Six furlongs.
Doree Dee (Gall) $6.20 $3.50 $2.60
Lady Verm (Taylor) 3.50 3.60
Lady Selah (Yaka) 2.60
Also ran: Maizies Pride, Temulac Boy, Candie Burner, Welcome Day, Sleep Girl, Solvent Dawn, Go An Read. Time—1.13.

Sixth Race—$850, Claiming, three-year-olds and up, Six furlongs.
Stoney Deep (Richards) $6.30 $4.60 $2.40
Furious Profit (Taylor) 12.60 4.20
Mountain Fir (Hunt) 5.20
Also ran: Bonnie Lass, Swift Nugget, Eyes Dream, Sad Henry, Johnny Ross. Time—1.13.

Seventh Race—$1,000, Claiming, three-year-olds and up, One mile.
Priams Owl (Richardson) $6.50 $5.20 $4.00
Frayed (Frey) 3.80 4.40
Dark Turris (Volzke) 5.00
Also ran: Plovers Flyer, Flying Abbey, Signal Lad, Beau Abbey, Cabbett. Time—1.38

Eighth Race—$900, Claiming, three-year-olds and up, One mile.
Mondora (Yaka) $4.70 $2.50 $2.50
Pebble-Ling (Taylor) 5.50 3.80
Cowdenbeath (Volzke) 2.50
Quinella paid $16.30.
Also ran: Bram Boy, Chess Nut, Con Brio, Coran, Moodyville, George Did, Major Level. Time—1.38 2-5.

CONTROVERSIAL Tommy Bolt, winner of the U.S. Open this year who recently was fined $500 and is still under probation for walking out of a golf tournament, has entered the $25,000 Canadian Open, to be held in Edmonton next month.

PATTY TRIUMPHS

ANTWERP, Belgium (AP)—Budge Patty beat Jaroslav Drobny 6-1, 6-3 in the men's singles finals of the Beerschot Club tennis tournament.

ATTITUDE IS RIGHT

'Nice Guys' Please Jones

TORONTO (UPI)—U.S. Davis Cup captain, Perry Jones, hailed his squad today for its 5-0 series sweep over Canada and said that his new, young players have "the attitude to go all the way."

The young Yanks completed their perfect score victory in the semi-final round of the North American zone eliminations Monday when Barry MacKay of Dayton, Ohio, beat Paul Willey of Vancouver, 6-8, 6-2, 12-10, 7-5, and Jack Douglas of Stanford University beat Don Fontana of Toronto, 4-6, 6-3, 6-2, 6-1.

The matches were virtually exhibitions, since the U.S. team had clinched the series by winning the first three matches. The Americans have qualified to meet Argentina in the North American zone finals at Rye, N.Y.

Jones, who banked on young players here to build them up for future cup competition in a bid to regain the cup from Australia, was mighty pleased by his "nice, young guys."

"We have some new faces in old places," said Jones. "MacKay is only fifth ranked in the United States, but the first four players have written themselves off. They are no longer interested, and these young men have not only the techniques, but the philosophy and attitude to go all the way."

Jones predicted that MacKay would be a world beater, if he can develop ground strokes to go along with his big serve.

"Jack Kramer is going to help me by showing him how to develop those strokes," said Jones. "All he has to do is work."

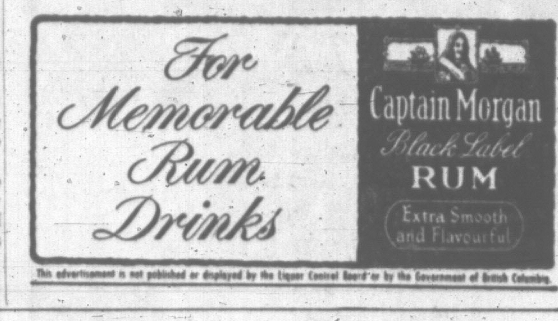
ATLANTA—Arthur Peasley, Red Cross, La., outpointed Ike Vaughn, Miami, 10.

LADDER DERBY

Official list of qualifiers in the eighth week of fishing in the Victoria-Saanich Inlet Anglers' Association ladder derby:

1—Bob McVey	22:12
2—Charlie Farrar	18:08
3—Jim Taylor Jr.	17:02
4—Bob McAdams	14:08
5—Mrs. Sid Upton	13:01
6—Tom Alexander	9:13
7—Bob Redgrave	9:01
8—A. Bennett	8:14
9—Gary Petrie	8:14
10—D. J. McWilliams	8:09
11—Mrs. B. Wenzel	8:07
12—Jack Rowe	8:01
13—Jack Kennedy	8:00
14—Mrs. D. Verhaag	7:10
15—M. E. Lohr	7:05
16—R. McMillan	7:04
17—J. T. Waggett	6:08
18—L. S. Taylor	6:06
19—Harry Sisterson	6:01
20—Virginia Salmon	5:09
21—G. Evans	5:06
22—G. M. Brewar	5:00
23—Mrs. Trudy Peden	4:10
24—F. G. Quick	4:06
25—Mrs. H. Snider	4:06
26—Bob Jones	4:03
27—Don Tregear	4:04
28—W. C. Butt	4:00
29—Mrs. Helen Gray	4:00
30—S. Gaunt	3:15
31—J. Hilliard	3:12
32—Mrs. Hilda McKewan	3:10
33—William Harris	3:10
34—Bruce Lohr	3:08
35—Russ Bowcott	3:08
36—Sam Lane	3:08
37—Robert Warren	3:06
38—Martin Nichols	3:06
39—W. W. Hawes	3:02
40—G. Leonard	3:01
41—Mrs. G. Leonard	3:01

SYDNEY—Clive Steward, 160½, Australia, outpointed Al Williams, 159½, Los Angeles, 12.



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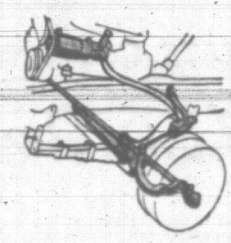
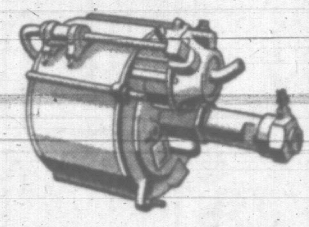
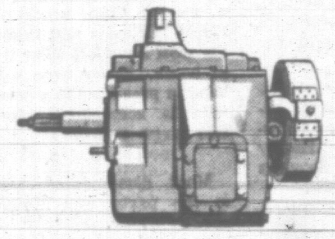
WITH A PURPOSE!

CHEVROLET TRUCK POWER STEERING . . . SAVES 80% EFFORT! Makes manoeuvring in tight spots a cinch. Highway travel is actually relaxing. Up to 80% of all effort is taken over by hydraulic power. Optional on all models.

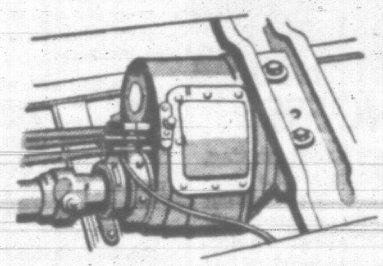


HYDROVAC POWER BRAKES . . . FOR QUICK, SAFE STOPS! Faster, safer Hydrovac power brakes retain natural brake "feel" truck drivers want. Standard equipment on many Chevrolet truck models, optional on others.



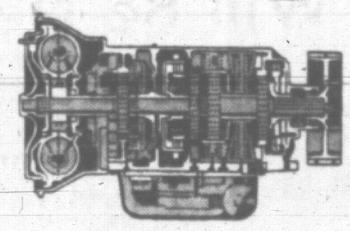


POWER TAKE-OFF OPENINGS . . . ADD VERSATILITY AT NO EXTRA COST! Versatile Chevrolet trucks often offer P.T.O. openings on *both* sides of transmission housings. Widens the range of your truck operations.

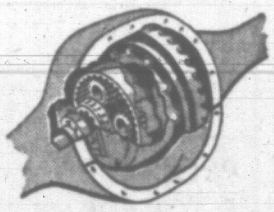


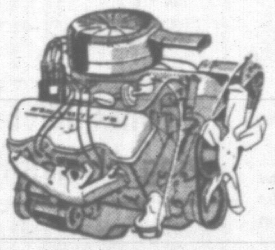
EXCLUSIVE POWER DIVIDER . . . SAVES DEADWEIGHT, CUTS POWER LOSS! Three-speed Chevrolet power divider adds *ten extra* speeds to the standard 5-speed transmission! Saves on weight, has fewer parts, reduces power loss. Standard on Chevrolet tandems.

POWERMATIC TRANSMISSION . . . MAKES TRUCK DRIVING ALMOST EASY! Virtually ends manual shifting on grades. Six forward speeds. Foot-operated hydraulic retarder controls speed, saves brake wear. P.T.O. openings either side. Another great Chevrolet option.



TWO-SPEED AXLE, DOUBLE SPEED SELECTION! Simple switch control selects correct reduction. Doubles your choice of transmission speeds easily. Important option on Chevrolet trucks.





MIGHTY WORKMASTER V8 . . . MAKES LIGHT OF HEAVY HAULS! Standard on many Chevrolet heavies, the 230 h.p. Workmaster V8 is the newest, most efficient power plant in heavy hauling. High torque, high compression. Uses regular fuel.

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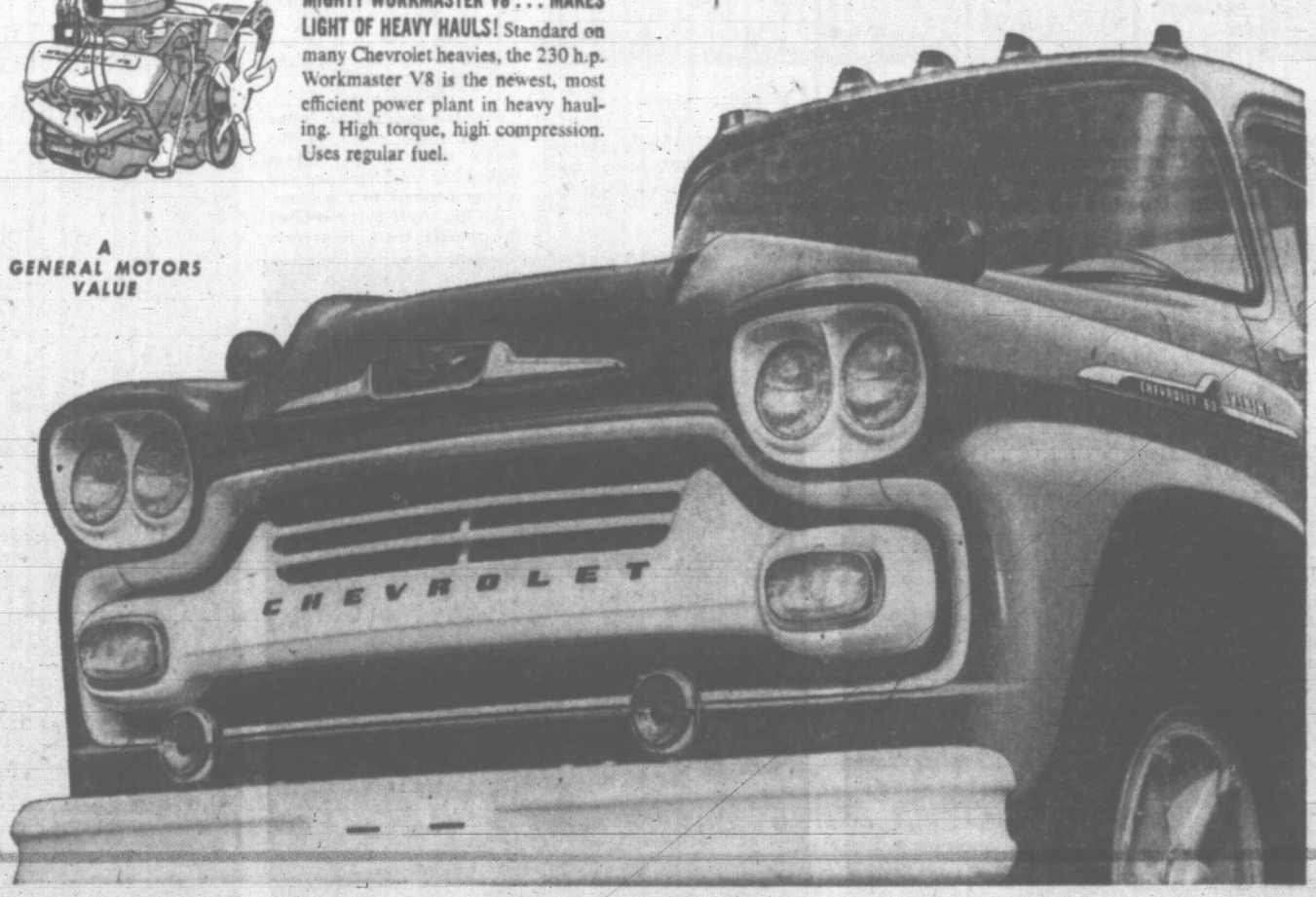

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BUSY DAY IN LIFE OF PRINCESS

PERFECT PRINCESS

A picture of loveliness in a sun-splashed setting, Princess Margaret dazzled 4,551 guests at the Government House garden party Monday. The glowing royal visitor wore a pink and white printed silk dress, wide-brimmed hat of white silk faille and a dogwood pin of emeralds and diamonds presented to her by the people of B.C.

PICTURE PUZZLE: FIND MARGARET!

Guests crowded the gardens at Government House Monday afternoon for the annual summer party attended by Princess Margaret. Three lawns were used, the upper lawn, where the summer house and royal enclosure were situated; the middle lawn, where marquees were set up for refreshments, and, for the first time in memory, the lower lawn, which was also used for refreshment marquees.

FIRST PUBLIC APPEARANCE in many months for former premier Byron Johnson, recovering from long illness, came at gala garden party. He is pictured with Mrs. Johnson.

PRINCESS MEETS GOVERNOR'S NEIGHBORS

'Do You Peek Through Fence?'

As Princess Margaret walked slowly through the crowds at Government House garden party Monday afternoon, Lieut.-Gov. and Mrs. Ross, with assistance from aides-de-camp, called forward many to be presented.

Among them was Mr. and Mrs. E. W. Arnott who live on Rockland Avenue close to Government House gates.

"Our closest neighbors," explained the Lieut.-Gov.

"Isn't that nice," said the princess.

Then, with a roguish twinkle in her violet eyes she added: "Do you peek through the fence."

Near the royal enclosure, close to the summer house, the princess stopped where Mrs. Judy Joy, a polio victim, was seated in a wheelchair.

"You will have dinner Tuesday night in the castle built by my grandfather," Mrs. Joy told the princess.

The former Judy Humphries, Mrs. Joy is a granddaughter of Sir James Dunsmuir, who built famed Hatley Park, now Combined Services College at Royal Roads.

Princess Margaret will be a guest at the naval review dinner at Royal Roads tonight.

★ ★ ★

Aides-de-camp to the Lieutenant-Governor and their wives were presented soon after the princess arrived in the grounds.

Among them was Cmdr. Bruce Smith and Mrs. Smith, whose home on Okanagan Lake near Kelowna will be "Government House" during the royal visit there next week.

"I am looking forward to seeing that part of the country," the princess told the Bruce Smiths.

Her smile was warm and friendly as she looked up at them from under a white gloved hand raised to shade her eyes from the sun.

Wherever the princess walked the line formed, sometimes eight to 10 deep.

★ ★ ★

Spontaneous cheers broke out in many spots as the pretty sister of the Queen smiled her way from one end of the gardens to the other.

As the royal party crossed the middle lawn, it seemed men were being favored in presentations, more than women.

Finally Mrs. Ross, wife of *the lieutenant-governor, told* a guest: "I'm afraid *Her Royal Highness will think all* the men have left their wives *at home. Every time a husband* is presented it seems his *wife is somewhere else in* this large crowd."

★ ★ ★

Most disappointed person at the party was Mercedes McCambridge, star of television and screen, who came from Vancouver where she is appearing in a show Thursday evening, especially to see the Princess.

The Hollywood star appeared in the recent screen version of "A Farewell to Arms" which was premiered in London, in aid of one of the charities supported by Princess Margaret.

"Princess Margaret expressed much interest in the picture, and I believe also saw another of my recent recent releases, 'The Giant'," Mercedes McCambridge said, as she stood in the hot sun at the roped-off entrance to the royal enclosure.

She was "keeping her fingers crossed" and hoping the Princess would pass close enough to smile at her.

"I've *even* practiced a curtsy," she said, "and I telephoned the British consul to make sure which foot goes back first.

"They wiped out rehearsals today so I could fly over here."

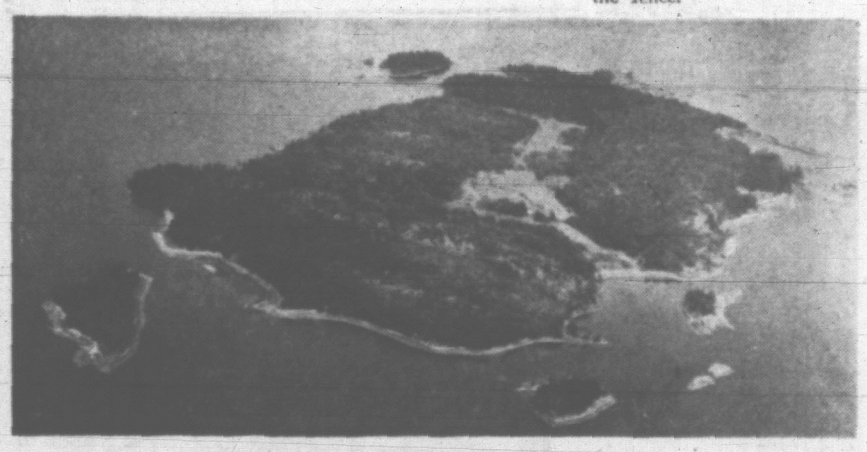
The Princess did pass close to the film star and, for a moment it looked as if the royal smile would be turned in the right direction. But an aide brought someone up to be presented. At the psychological moment, the Princess turned the other way.

"I'm so disappointed!" wailed Mercedes McCambridge. (In real life she is the wife of Fletcher Markle, former Vancouverite and now a successful producer of radio and screen in Hollywood.)

★ ★ ★

A few guests knew ahead of time that they were to be presented. They were told to be at a certain point in the garden at a certain time. Among them was Mrs. Jean Combs and Mrs. Cy Peck, whose husbands were Victoria Cross winners.

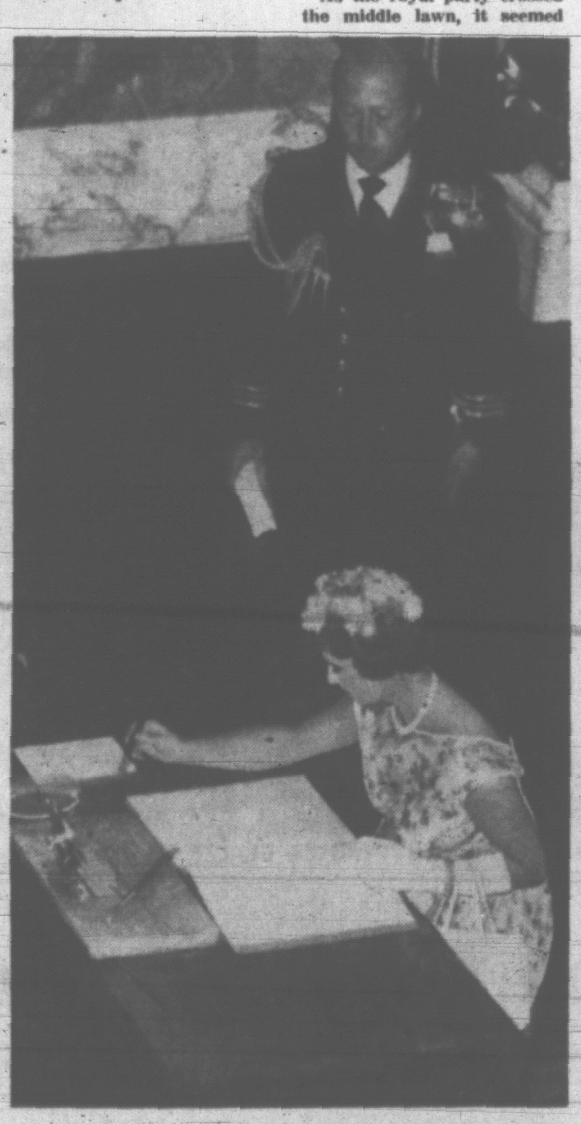
BRITISH COLUMBIANS' GIFT to Princess was this diamond and emerald brooch, a replica of six-petal dogwood, province's official flower. It has 232 diamonds. The stamens are brown diamonds, interspersed with white ones, and leaves emeralds mounted on platinum. Brooch was made entirely by B.C. craftsmen.



'. . . MY ISLAND'

Princess Margaret talked excitedly about "my island" at garden party and government luncheon. Earlier, she accepted 540-acre Portland Island (above), one of the Gulf Islands group, as a gift from people of B.C. It will be known as Princess Margaret Island, and made into marine park.

Times Photos by Bill Halkett, Irving Strickland and Robin Clarke



PRINCESS SIGNED a page in the special guest book Monday morning at the Legislative Buildings (right), where royalty had already written their names. At the top are signatures of Elizabeth and Philip. Next appears the name of the Princess Royal. The Princess returned the pen to Lt.-Cmdr. J. H. Wade, ADC, but almost immediately took it back to add the date below her signature. After the Princess had left, Ernest Protheroe, above, assistant deputy provincial secretary, closed the book and carried it away for safe keeping.

A CROWD OF 10,000 jammed into the Causeway area Monday to view a special armed services parade —and catch a glimpse of Princess Margaret, who took the salute in front of the Empress Hotel. "That was magnificent," said the Princess to Defence Minister George Pearkes as last of troops marched by.

PRINCESS STEADIES WAR AMP

Princess Margaret turned as she descended the steps from the Legislative Buildings Monday and walked with Premier Bennett to speak to a group of old soldiers.

They were members of the War Amputees of Canada—some lacking arms, some legs.

As the premier presented them, veteran W. Woodrow stumpled and almost fell. It was the hand of Princess Margaret that assisted him. Others in the group were A. J. Ingram, A. Palmer, F. Swannell, David Aitken, Jack Davey, Ross Lethbridge.

"She said he was glad to see us and that this is a wonderful day." To which the proud "old sweats" agreed.

★ ★ ★

Prior to the arrival of Princess Margaret, three navy, two air force and one army officer took stations in two files, facing one another.

All wore dress swords.

Two reporters from distant parts watched with curiosity.

"If they duel, I'll put two bucks on the sailors," one stated.

★ ★ ★

A man swung from lamp post opposite City Hall to get a good look at the Princess.

When he got down, there was a ripping noise.

Apparently he had been holding on with one hand clutching his tie against the post. When he jumped to the sidewalk, his tie tightened under his hand, then snapped.

★ ★ ★

A pair of teen-aged boys were swinging from a lamp post outside City Hall before the princess arrived.

One said, "I didn't come to see her. I just want to get a look at the car she comes in."

"Yeah, I just bet you did," replied his friend.

★ ★ ★

Former Scottish highland dancer watching the City Hall ceremony was Mrs. Shellagh Mallard, 2162 Cadboro Bay Road, wife of a B.C. Power Commission communications engineer.

"I remember seeing the Princess in Scotland," she said. "I was dancing in the Highland Games then. I'd go miles to see any of the Royal Family. They're the most gracious people."

★ ★ ★

Monday was a disappointing day for Miss Pearl McCausland, who was sent here by the Indio Chamber of Commerce, California, to present box of choice dates to Princess Margaret.

Indio is the main date-growing centre of the United States.

Miss McCausland was informed by protocol that she would be unable to make the presentation.

She did the next best thing. She gave the boxes of dates to Lieutenant-Governor Frank Ross and Mayor Percy Scurrah.

★ ★ ★

Deputy House speaker A. S. Matthew was barred from entering the speaker's office by RCMP during the visit of Princess Margaret to the Legislative Buildings.

Arguments were useless. Moments later, Fernie member Thomas Uphill tried to pass the same policeman in search of his hat, which he had left in an office. He also was turned back.

★ ★ ★

Scores of pleasure boats from the United States which arrived here Monday morning from the United States had to vacate the Inner Harbor because of the lack of mooring space.

★ ★ ★

Here for the royal visit is artist Mrs. E. Greinert of Vancouver, who plans to paint a large oil painting of Princess Margaret from photographs she took herself of the Princess.

The Polish-born artist a few years ago painted a large portrait of Queen Elizabeth from photographs. It now hangs in the RCAF officers' mess at Uplands, Ottawa.

★ ★ ★

Two shy little girls only "a fortnight" out from England got their first look at the Princess today from the shoulders of friendly Victorians.

June and Sally Cooper, daughters of Dr. and Mrs. Cooper, came with their next-door neighbors Mr. and Mrs. R. G. Blades, 1590 Beach Drive.

The Blades have three children of their own and the girls might never have seen the Royal visitor if strangers in the packed crowd had not cheerfully hoisted them up.

★ ★ ★

As usual a small boy in blue jeans with shirt-tail out and patch on his head wandered up the steps of the Legislative Buildings while the Princess was inside. "Where's the Princess?", inquired David Neale, 28 Douglas. An RCMP officer bustled him off.

POPULAR JOSEPH ZANICHELLI, maitre d'hotel, watched to make sure head-table waiters served Princess Margaret quickly and efficiently during the government luncheon at the Empress Hotel, given in honor of the Princess on Monday.

'Plouffe Family' Top Canada Show

OTTAWA (UPI) — "The Plouffe Family" was the number one television show in Canada last year.

The CBC annual report said that the total viewers on both the English and French networks numbered 4,400,000 for each episode about the French-Canadian family. This compared with some 3,300,000 viewers for "The Perry Como Show."

The Plouffe Family has completed its fourth season on television. The same actors perform in both the French and English versions.

In the year ending March, 1957, Canada paid out $397,700,000 in family allowances, an average of $33,142,000 per month.

STRAW HAT SHOW FOLDS

The professional theatrical company, Straw Hat Theatre, Monday closed its doors at the Crystal Garden due to a lack of patrons.

Officials said they hope to reopen later this week in a less expensive hall.

CANADIANS OUTNUMBERED

U.S. Majority for Princess

More Americans than Canadians have come to Victoria to see the princess.

Hotels and motels checked today reported up to three-quarters of their accommodation taken by visitors from the United States, mostly from Washington and Oregon.

The ferry from Anacortes to Sidney and the Washington State ferry Kalakala from Port Angeles both did peak weekend business. Many American families crossed to the Island 24 hours before the princess' arrival at Patricia Bay airport.

On the Kalakala alone, 650 cars arrived here with close to 2,000 visitors.

Need for bed and board has now reached its peak, and tourist officials say all demands have been met.

The Victoria and Island Publicity Bureau Sunday received 400 inquiries from tourists, 25 per cent more than the previous Sunday.

Large numbers of mainland visitors registered in hotels here Monday and Sunday in readiness for the royal garden party Monday afternoon at Government House.

The larger hotels were booked solid, but motels on city's outskirts still had a few rooms left.

One-third of hotel space in the downtown area was booked several months ago by organized tours from the U.S.

TWO for the SHOW

By PHIL LEE

AA (Oscar Class) A (Don't Miss) BB (Worthwhile) B (For Rainy Days) C (To put in time)

(A) "TEN NORTH FREDERICK" (Royal)—It may be unbelievable that one man should encounter so much ill luck as does this quiet, "stuffed shirt" of a man Gary Cooper. His wife, Geraldine Fitzgerald, seems so uncompromisingly amitious and two-faced. His son too-ill mannered and weak.

Peculiarly, however, this adaptation of John O'Hara's novel is strangely compelling, often moving.

Reason for this, possibly, lies in the craftsmanship of veteran Cooper and comparative newcomer Diane Varsi who carries on where she left off in "Peyton Place" to prove that she is one of the finest young actresses on the screen today.

The two, the young and the old, make an excellent team in "Ten North Frederick," as Cooper, the father, who loves Miss Varsi, his daughter, more than anyone on earth, lets her down when she needs him most.

IN ADDITION to the domestic struggle going on at 10 North Frederick the picture has an interesting side-issue. Cooper, a man of ethics, is driven by his wife into the political arena. Her first goal for him is lieutenant-governor of the state and then, eventually, the White House.

But high-minded Cooper is a lamb being fed to the wolves. They accept his money but when the chips are down double-cross him, hold up his daughter's indiscretion with musician Stuart Whitman as blackmail and eventually bring his home about his ears.

TV's Top Comedy Star in Riot of Fun and Laughter
George GOBEL · Diana DORS
I married a Woman
CAPITOL
—PLUS—
JOHN WAYNE
ROBERT RYAN
"THE FLYING LEATHERNECKS"
IN COLOR — At 1.18, 4.35, 7.52

FROM THE FAMOUS BEST SELLER THAT EVERYBODY'S TALKING ABOUT! Adult Ent. Only
Peyton Place
LLOYD NOLAN · DIANE VARSI · ARTHUR KENNEDY · RUSS TAMBLYN · TERRY MOORE · LEE PHILIP · CELE
COLOR by DE LUXE CinemaScope
At 1.10, 4.45, 8.30
DOMINION

A SENSATIONAL AND DYNAMIC STORY
GARY COOPER
DIANE VARSI
SUZY PARKER
in
Ten North Frederick
Adult Entertainment Only
CinemaScope
Today
Royal
A FAMOUS PLAYERS THEATRE
Doors 1 p.m. Feature 1.15, 3.22, 5.31, 7.39, 9.39
Extra: Cartoon, Plus Specially
50c till 2 p.m., 60c 2-5, 85c 5 p.m. on
Students 50c all day; Children 20c
till 5, 25c after
REGULAR PRICES

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in CUISINE and ATMOSPHERE
You'll be delighted with the exciting "extras" that go with dining at the Spare Rib House. Each delicious meal has all the trimmings. . . . the atmosphere is rich, distinctive, with soft music and candlelight . . . and there's the gay bibs you tie on before you tuck in! Everything for your complete dining pleasure . . . enjoy it tonight!
DINNERS: Weekdays, 5.30 to 10.30 p.m. Sundays, 5.00 to 9.00 p.m.
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"No wonder OLD PORT cigars are so popular. I like their mildness, and the flavour's just right with me".
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"08.15"
The Story of Brutal Men and Their Harlots
Showing at 2.21, 5.35, 9.13
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The Saga of German Militarism
Showing at 1.04, 4.22, 7.40
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BUTCHART GARDENS
Open 9 a.m. to 11.30 p.m.
Admission: Adults $1.10, children 30c, incl. tax
Coffee Bar Open 10 a.m. - 11 p.m.
Night-lighting from dusk 8.15 P.M.
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TONIGHT AT 7.45
"A Lamp Is Heavy"
TECHNICOLOR
BELINDA LEE GEORGE BAKER

NOW SHOWING
"TROUBLE WITH HARRY"
In VISTAVISION and COLOR
Alfred Hitchcock has put the weirdest collection of characters together, to make this one of the most interesting comedy dramas . . . Starring Edmund Gwenn, John Forsythe, Shirley MacLaine, Mildred Dunock and Harry (whose only trouble was that he was dead).
Plus: Cartoon and Vistavision Visits Mexico
Doors 6.30 p.m.
Complete Program 6.50 and 9.00 p.m.
Feature 7.15 and 9.25
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NOW SHOWING
"ACROSS THE BRIDGE"
THE RANK ORGANIZATION presents this vivid suspense drama based on Graham Greene's story of the fall of a crooked European financier fleeing from Scotland Yard. Extraordinarily portrayed by Rod Steiger. Recommended for adults and mature young folk.
Doors at 6.30
Complete Programs 6.45 and 8.47
Feature 7.05 and 9.07
Next—"THE SHIRALEE"
A British Production
OAK BAY

Tillicum
OUTDOOR THEATRE
At 9.05
Donald O'Connor Anne Blythe
"Buster Keaton Story"
At 11.00
Rock Hudson Lauren Bacall
"WRITTEN ON THE WIND"
Technicolor
ADULT ENTERTAINMENT ONLY
Southern Fried Chicken and Chips Served Every Night Until 8.30
Two Free Admissions Tonight If Your Car Licence Ends in 58

THE SCREEN'S MIGHTIEST CONQUEST!
The Vikings
KIRK DOUGLAS
TONY CURTIS
ERNEST BORGNINE
JANET LEIGH
In Vistavision TECHNIRAMA And Magnificent TECHNICOLOR!
Adults till 2 p.m. 60c - 2-5 p.m. 75c after 5 p.m. $1.00, Students till 5 p.m. 50c, after 5 p.m. 75c. Children 25c all day
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5.16 - 7.24
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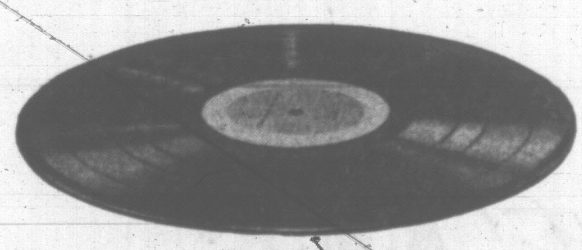
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Just fifty months ago, thousands of Canadians began to plan for today . . . now they're getting the pay-off. If you were one of them you're in the money, too!
What a wonderful thing PSP is! You set your own savings goal—any amount up to $1500—then just make fifty monthly payments of from $2 to $30 . . . whatever you can afford to set aside regularly. At the end of fifty months, you get back everything you have put in, *plus* a substantial cash bonus. And, from the time of your first payment, the total amount of your savings goal is life-insured!
At your nearby BNS branch there's a free booklet explaining how PSP (The Bank of Nova Scotia's *exclusive* Personal Security Program) can help *you* save. Ask for it today!
The BANK of NOVA SCOTIA
More than 500 branches across Canada and in London • New York • Jamaica • Cuba • Puerto Rico • Barbados • Bahamas • Dominican Republic • Trinidad. Correspondents the world over.

AFTER 'VERY TRICK' SURGERY

Plucky Boy Up for Five Steps

Cameron Hoegi, 14-year-old Duncan boy, who underwent a drastic heart operation at the Royal Jubilee Hospital Friday.

Only two of Canada's ten provinces, Alberta and Saskatchewan, do not border on salt water.

was allowed to get up for a few minutes Sunday afternoon.

He took only five steps and then returned to his bed.

The operation involved removal of the boy's heart and the performance of advanced surgery.

"It was not a rare operation but very tricky," a hospital official said. He declined to give further details pending the outcome of the operation.

"Cameron is in good spirits but enduring considerable pain," his mother, Mrs. George Hoegi, said today. "Everyone has been most kind to him. He has received gifts of flowers, candy and model airplanes, which he likes better than anything.

"Dozens of strangers have phoned inquiring after him. They appreciate how courageous he was to undergo such a difficult operation."

W. H. YARDLEY
. . . community chest's job

TOO MANY CAMPAIGNS

One Big Appeal Urged for Charity

A united effort by the community to help its less fortunate members is the only logical solution to a multiplicity of appeals, W. H. Yardley, chairman of the Community Chest's public service division, said today.

The Yarrows Ltd. sales manager stressed the importance of a community keeping the number of charitable drives to a minimum.

Campaign workers do not begrudge the time and effort they put into promotion of a drive like the Community Chest "which we all know is our responsibility in the community."

"But at the same time, we do not feel that anyone can afford to provide the time and money it takes to carry out the number of campaigns we are now being called upon to support," he said.

"United giving through one agency is the only logical answer. All of us should take a careful look at ourselves and remember that the Community Chest supports 20 different deserving agencies and could just as well look after 30."

Mr. Yardley said that every person must strive to make this year's campaign a success.

"We are our brother's keeper. Let us make our work as easy as possible, living up to our responsibilities by giving our time, talent and financial support."

Civil Servants Rap Province's 'Omission'

The executive of the B.C. Government Employees Association terms "incomplete" the government's reply to a brief presented the cabinet June 6 by the association.

A statement issued by the association in Vancouver said the government's reply did not refer directly to wage demands or to two matters claimed by the association to be a negation of the agreement reached last July.

These two matters, said the statement, were retroactive pay to psychiatric nurses and aides for work time over 40 hours per week, and retroactive overtime pay to the outside highways staff.

"However, the provincial secretary's reference in his letter to 'action taken to date' left the possible inference that these matters may soon be dealt with.

"The association executive has directed general secretary E. P. O'Connor to reply to Mr. Black noting this inference."

The letter sent by Provincial Secretary Wesley Black to the association was dated July 4 and was received at the association's Vancouver headquarters July 7. In its brief the association had asked for a reply by July 7.

"This is the first time in recent history that a direct reply has been received from the government to submissions made by the employees to the cabinet," said the statement.

If no further satisfactory reply is received from the government within a "reasonable time," the statement said, the matter will be referred to the membership through special branch meetings, to obtain their views on government action.

Skinny men, women gain 5, 10, 15 lbs.

What a thrill! Bony limbs fill out; ugly hollows fill up; neck no longer scrawny; body loses half-starved, sickly "bean-pole" look. Thousands of girls, women, men, who never could gain before, are now proud of shapely, healthy-looking bodies. They thank Ostrex Tonic Tablets. Help build up body skinny because of appetite impaired by lack of iron. Improved nourishment helps put flesh on bare bones. Don't fear getting too fat. Stop taking when you've gained the 5, 10, 15 or 20 lbs. you need for normal weight. Then avoid overeating of starches, sugar and fattening foods. 6-day "get-acquainted" size costs little—or buy economy size and save 75¢. Try famous Ostrex Tonic Tablets for new vigor and added pounds, this very day. At all druggists.

OUTSTANDING VALUE

2964 OAKDOWNE

(Near Uplands Golf Course)

The owner is transferred and this delightful home is priced to sell far below the replacement cost.

Reduced $2,000 for immediate sale. Price (terms) ---------- $16,950

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Evenings: W. I. Boorman, 4-0434

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616 View Street 3-7124

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IMPERIAL OIL SALUTES B.C.

with a new film in full colour on the development of this Province

"MOST LOVELY COUNTRY"

British Columbia's development has progressed beyond the wildest dreams of Captain George Vancouver

"Abundant fertility that nature puts forth requires only to be enriched by the industry of man to render it the most lovely country that can be imagined." This was the vision expressed by Captain George Vancouver from the deck of his sloop Discovery in May, 1792.

In full, natural colour "Most Lovely Country" was written, filmed and produced in B.C. It takes you to all corners of British Columbia to show how, through the industry of man, this Province has been developed beyond the wildest dreams of its discoverers.

Esso IMPERIAL OIL LIMITED

With this film on British Columbia's development Imperial Oil salutes B.C. in its 100th year.

Available after the first showings in August to Service Clubs, Church Groups, Schools and other organizations at no charge by Imperial Oil Limited. Write: Imperial Oil Limited, 1090 Granville St., Vancouver.

Ritual Killers Hunted Along Slave Coast

ABAKALIKI, Nigeria (Reuters)—A huge police dragnet combed the steaming swamps and jungles along the old slave coast here in a bid to solve the ritualistic killing of at least 111 persons.

More than 100 suspects already have been arrested, including a member of the eastern Nigeria House of Assembly who has been charged with conspiracy to murder.

The prosecution alleges a secret society is responsible for some of the savage slayings.

Formal investigation of the murders, some of which were thought to date back a dozen years to the time of the notorious "leopard men," is expected to last five months.

The leopard men roamed the lonely jungle trails creeping up on a victim, impaling him, then scratching him in the fashion of a leopard. The Leopard Man Society was thought to have been broken up in 1946 with the hanging of 18 members.

Another outbreak of ritualistic killings was discovered four years ago and 11 members of the secret Yorubu cult were hanged for murder.

Since some of the societies hack their victims apart, the actual number of killings will never be determined.

save with color

The colors you love . . . pink, yellow, aqua and white . . . the softness you want . . . all at a saving. Westminster is today's big bargain in bathroom tissue.

so pretty in your bathroom

V497-2

At Last! A.M.P.*

An easy way to pay for your life insurance!

The SUN LIFE OF CANADA is pleased to announce the introduction of a brand new Automatic Payment Plan for life insurance premiums—saving you Time, Effort, and Money.

Every month the premium due is, by arrangement, automatically paid from your bank account. It's as simple as that. There's no cheque to write, nothing to mail, no worry about making the payment in time. And besides being a real convenience, the plan's automatic features save the company expense and the saving is passed along to you.

This service applies to both new and old policies on yourself and members of your family, on which you are paying the premiums. The monthly payment must, however, be at least $10, or $15 if two or more policies are paid together under the plan.

The Sun Life man in your neighbourhood will be glad to tell you how easily you can obtain Sun Life's special A.M.P. service.

*Automatic Monthly Payment.

SUN LIFE ASSURANCE COMPANY OF CANADA

VICTOR L. WHITE, SUPERVISOR, 630 FORT ST., VICTORIA, B.C.

FULL TORONTO TRADING

INDUSTRIALS

By The Canadian Press
Toronto Stock Exchange—July 14
(Quotations in cents unless marked $.)
s—Odd lot, xd—Ex-dividend, xr—Ex-rights, xw—Ex-warrants.)

Stock	Sales	High	Low	Close	Net Ch'ge
A—B					
Abitibi	363	$29¼	29	29	+ ¼
Acad All A	x70	$20½	20¼	20½	
Alta Gas	3415	$17¼	17	17¼	+ ¼
Agnew S pr	x10	9	9	9	
Alta Dist	650	180	175	180	+15
Alta Dist vt	600	150	150	150	+5
Algoma	975	$30	29¾	30	
Alg Cen vt	220	21	20	21	
Alumini	1879	$27¾	25¾	25¾	+ ⅜
Alum 1 pr	x65	$33¼	29¼	22½	
Alum 2 pr	75	$47½	47½	47½	+ ¼
Anthe Imp	55	230	29	29	— ¼
Argus	705	$22¾	22½	22¾	+ ¼
A Art wts	35	455	455	455	—20
Bath Pow A	25	$35½	35¼	35½	+ ⅛
Atlas Steel	595	$19½	19¼	19½	+ ⅛
Bank Mont	860	$47¾	47½	47¾	+ ⅛
Bank NS	57	$61¼	61¼	61¼	— ⅛
Bath Pow A	25	$38¼	38¼	38¼	+ ¼
Bath Pow B	150	$20½	20½	20½	+1
Beav Lumber	120	$27	27	27	
BC Pack A	275	$12¾	12¼	12¼	— ¼
BC Pack B	100	$12	12	12	
BC Pow	1725	$40¾	40	40¼	+ ¼
BC Phone	100	$41¼	41¼	41¼	+ ¼
Brown	1585	$10¾	10¾	10¾	— ⅛
Burlington	200	$12¼	12¼	12¼	
Burns	x25	$14	14	14	0
Buarrad A	100	$7½	7½	7½	+ ⅛
C—E					
Can Cem	290	$33½	32¾	33	+ ⅛
Can Cem pr	x30	$28½	28½	28½	
Cl Fndry	75	$28¾	28¼	28¾	
C Pack A	100	$45	45	45	+ ¼
C Pack B	300	$44½	44	44	
Can Perm	x10	$95	95	95	
C Safe 4 pr	20	$85½	95	85¾	
Can Wire B	100	$14	14	14	+1
C Bank Com	130	$49¾	49	49	— ⅝
Cdn Brew	1090	$32¾	31¾	32¼	+ ⅛
C Br Alum	x25	$9	9	9	
CRAL A wts	860	325	300	325	+25
Cdn Car A	230	$13½	13½	13½	
Cdn Celan	x50	$13¾	13¾	13¾	
C Collieries	450	475	475	475	
C Coll, pr	450	75	70	75	
C Curt W	500	155	155	155	+5
C Dredge	150	$21¾	21¾	21¾	— ¼
C Eagle	1708	$7¼	7	7¼	+ ⅛
C Eagle br	100	$7	7	7	
CK Prod pr	25	$46	46	46	+2
CG Sec A	375	$17¾	17¾	17¾	— ⅛
C Hydro Car	429	$8¾	8	8	— ⅛
Cdn Oil	1795	$23½	23¼	23½	+1
Cdr Oil 5	x5	$102¾	102¾	102¾	
Cdn Petro pr	75	$14¼	14¼	14¼	— ⅛
C Oil wts 53	350	$10¾	10¼	10¾	— ⅛
C Oil wts 55	2930	205	170	175	+15
CPR	200	$26¼	26¼	26¼	
CIL	115	$17	17	17	— ⅛
Cdn Wall B	x40	$22½	21¾	21½	
Chrysler	100	$46	46	46	
Cockshutt	2340	$13¾	13	13¼	+ ⅛
Comb Ent	150	$12¾	12¼	12½	
Conduits	x40	$9	9	9	
Con Gas	1297	$31½	29¼	30¾	— ⅛
Corby vt	135	$17¾	17¾	17¾	+ ⅛
Corby B	x25	$17¼	17¼	17¼	
Cosmos	200	$11¼	11¼	11¼	
Crown Zell	x10	$47	47	47	
Davis B	500	250	250	250	
Dist Seag	505	$28½	28¾	28½	
D Bridge	x65	$22	22	22	
D Fndry pr	20	$100½	100½	100½	
D Magnes	100	$10¼	10¼	10¼	+ ⅛
Dom Stores	170	$69¼	69	69½	+ ⅛
Dom Tar	875	$13¾	12¾	12¾	— ⅛
D and M	200	71	71	71	-4
Easy Wash pr	25	$15½	15½	15½	
Eddy	75	$43	43	43	+2
F—J					
Fam Play	355	$18¾	18¾	18¾	— ⅛
Fanny F	200	$16¼	16¼	16¼	
Fed Grain	595	$38	37½	37½	—1½
Ford A	147	$83½	83½	83½	—1¼
Foundation	215	$13¼	13¼	13¼	— ¼
Fraser	200	$27	26¾	27	
Fr Pete pr	250	$25	25	25	+ ⅛
Gatineau	660	$34	33½	34	+ ½
Gat 5½pr	x5	$109	109	109	
Gen Dev	3900	$16¾	16	16¼	— ⅛
GMC	117	$38¾	38¼	38¼	+ ¼
G Mackay A	300	$6	6	6	
GN Gas B wts	25	310	310	310	
GN Gas	100	375	370	370	—5
GN Gas 280 p	25	$41¾	41¾	41¾	
GN Gas wts	25	310	310	310	
GN G B wts	250	17¾	17¾	17¾	
Greyhnd	x140	$11	10¾	10¾	
Gr Plains	250	$17¾	17¾	17¾	
Gypsum	320	$35¼	35	35	
Hahn	100	$19¾	19¾	19¾	— ¼
Hard Carpet	x25	$7	7	7	
Hi-Tower	100	$7½	7½	7½	+ ¼
Imp Bank	50	$50¾	50¾	50¾	+ ⅛
Imp Flo	25	$27	27	27	
Imp Invest A	220	$10¼	10¼	10¼	
Imp Life	25	$72	72	72	
Imp Oil	1052	$44¾	44¾	44¾	— ⅛
Imp Tob	115	$13¾	13¾	13¾	
Inf Accep	350	$36	35¾	36	
Inglis	250	360	360	360	—10
Inld Gas	533	$5¾	5½	5½	— ⅛
Inld Gas wts	200	270	270	270	—15
Inld Gas pr	x53	$15½	15½	15½	
Int. Pete	372	$55	55	55	—4½
Inlprov	x25	$11	11	11	
Inter PL	805	$48¼	48¾	48¼	+ ⅛
Inv Syn A	240	$15	15	15	
Jefferson	250	$6½	6½	6½	— ⅛
K—N					
Kelly DA	100	$5¾	5¾	5¾	+ ⅛
Kelly wts	100	230	230	230	+10
Kelvinator	x20	$5½	5½	5½	
Labatt	125	$25	25	25	+ ⅛
Lakeld	1910	305	300	305	
Lakeld debs	252	$82½	82¼	82½	— ⅛
Laura Sec	x50	$22	22	22	
Lobiaw Cp B	9900	$32	31	31¾	+2
Lob A	2861	$32	30½	31	+2¾
Lob B	9980	$31½	31	31	
Lob pr	85	$46¾	46¾	46¾	
MacMil, B	270	$29¼	29	29¾	+ ¼
Magrs	50	50	50	50	
Mass F	355	$8¾	8¼	8¼	— ⅛
Maher	400	$18½	18	18	
Massey pr	35	$94	94	94	
McColl	176	$54½	53½	53½	—1½
Mex LP	100	$12¾	12¾	12¾	— ⅛
Mid-West	1169	140	140	140	—3
Mill Brick	100	275	275	275	—15
Mont Loco	x100	$13¾	13½	13½	
Moore	530	$73½	72½	72½	— ½
Nat Drug	750	$14¾	14	14	— ¼
Nat Drug pr	125	$14	14	14	— ¼
N Hos B	250	455	455	455	+5
N St Car	x95	$21½	21¾	21¾	
Nor Star A	x10	$14	14	14	
N Star wt	36	125	100	100	
N Star wt 57	70	375	375	375	
Nor Ont NG	1290	$13¼	13	13	— ⅛
NQ Pow	50	$29	29	29	+ 4½
Nor Phoite	102	325	325	325	—5
O—S					
O Jockey	1200	195	190	195	
O Jockey pr	100	$9¼	9¼	9¼	+ ⅛
O Jock wts	1000	43	43	43	+2
Page Hers	400	$29¾	29	29	— ⅛
Phina New	800	$8½	8¼	8½	— ⅛
Powell R	x5	$33¾	33¾	33¾	
Pow Corp	60	$64	64	64	+3½
Premium	700	360	360	360	—15
P Pipe Mfg	2925	485	460	460	—25
Q N Gas	x50	22	22	22	
Roe AV	1380	$14¾	14½	14¾	+ ⅛
Ross AV 5½pr	30	$104	103½	103½	+ ½
Royal Bank	555	$65	64¼	64¾	+ ¼
Russell	150	$9	9	9	— ⅛
StL Cem A	140	$15	15	15	—1
StL Corp	385	$13¾	13¼	13½	— ⅛
Salada S	805	$21½	21	21	— ⅛
Salada SA	85	$42	41¼	42	— ⅛
Salada SB	275	$36¾	36¾	36¾	— ⅛
Salada wts	225	x90	875	875	—25
Sar Bridge	180	$18¼	18¼	18¼	— ⅛
Scythes	x25	12	12	12	
Shawin	25	$26	26	26	— ¼
Shawin A	x10	$32	32	32	
Shawin A pr	25	$47½	47½	47½	
Sicks	258	$30¾	30½	30¼	— ¼
Sicks vt	150	$30	29¾	29¾	— ¼
Silverwd A	x75	$11¼	11¼	12¼	
Simpsons	900	$25¾	25¼	25¾	
SKD Mfg	100	85	85	85	—10
Steel Can	510	$62	61½	61½	— ½
Steinhg pr	x5	$103	103	103	
Ster Tr	50	$39½	39½	39½	— ¼
Stuart Oil	x10	$15	15	15	
Sup Prop	x50	$7	7	7	
S Propane pr	x50	$6	6	6	
Supterl ord	570	$17¾	17½	17¾	— ⅛
Switson	200	390	390	390	
T—Z					
Tamblyn	60	$26¼	26	26	
Tor-Dom Bk	810	$45	45	45	— ½
T Star pr	70	$53½	53¼	53½	+ ¼
T Fin A	785	$41¾	41¼	41¾	+ ⅛
Trans-Mt	260	$58	55¾	55¾	+2
Trans PPL	106	$22¼	22¼	22¼	+ ⅛
Un Gas	105	$82½	82½	82½	— ½
Un Steel	x25	$13¾	13½	13½	
Vanadium	100	400	400	400	+25
Walk GW	2525	$28¾	27¾	27¾	— ⅛
Webb Knp	1000	350	350	350	
Westeel	300	$12	12	12	
W Cop wts	200	210	205	205	—15
Weston A	1150	$30	29¾	30	+ ⅛
Weston B	1956	$30¾	30	30	
Wstn 6 pr	30	$106	106	106	
West A wts	1420	111¼	11	11¼	+ ¼
Wyg Cent	250	$6¾	6¾	6¾	
Wood JA	435	$26¾	25½	25¾	+ ⅛
Woodward A	100	$15	15	15	+ ¼
Curb					
Asbestos	66	$28¾	28¾	28	+ ⅛
C Bronze	x25	$23¾	23¾	23¾	
C Cottons	175	25	25	25	+1
C Marconi	985	275	275	275	
C Paper	735	$34½	33¾	34	
Dupont	180	$17¾	17¾	17¾	— ⅛
Int Util	110	$26½	26½	26½	— ⅛
Lob Inc	15	$112	112	112	+2
MO Paper	125	$26¾	26¾	26¾	+ ¼
Price Br	465	$40¾	40¾	40¾	— ¼

MINES

A—B					
Acad Uran	1100	8	8	8	— ⅛
Advocate	2400	295	290	290	+10
Agnico	22000	63	60	63	+3
Akaitcho	3000	55	55	55	
Alba Exp	6000	6	5½	5½	— ⅛
Algom	425	$18	17¾	18	+ ⅛
Algom wts	1310	600	590	600	
Am Larder	1000	16	6	16	
Amal Rare	4000	20	20	20	
Anacon	2900	53	50	52	+3
Ang Rouyn	900	37	37	37	
Ansil	1942	21	21	21	
Apex Res	4000	5	4½	4½	
Arcadia	5300	15½	14	15½	
Area	4600	110	101	102	—10
Arjon	2000	14	13½	14	+ ⅛
Attn-Rud	11700	25	22	24	—1
Aubelle	7800	8	7	8	+2
Aumacho	18500	16	14	14	—1½
Aumaque	10100	12	11	11	
Aunor	400	238	238	238	—3
Avilla	13500	6½	5¼	5½	—1½
Barnat	403270	145	121	129	—5
Barvue	4500	19	16	17	+1
Base Metals	625	22	22	22	+ ⅛
Baska	13500	25	23	24	—1
B-Dug	4100	21½	21	21¼	— ¼
Beaucage	650	50	50	50	—5
Beicher	16800	110	105	107	+6
Bethlm	2100	102	96	102	+8
Bevcon	41600	18	14	16	—1
Bicroft	2100	103	100	100	
Bonville	5000	6	6	6	
Bordulac	500	7¼	7¼	7¼	—1¼
Bouscad	1000	9	9	9	—1
Bouzan	25100	55	51	53	+3
Broymar	28000	9	8	8¼	— ¼
Bralorne	900	350	345	350	—30
Brogi Reef	2000	60	60	60	+3
Brnhrst B	2500	5½	5½	5½	— ⅛
Brunsman	500	7¼	7¼	7¼	+ ⅛
Bufad	12000	8	8	8	+ ⅛
Buff Ank	32000	90	88	88	—12
Buff RL	7000	9	8½	9	
Bunker Hill	3500	12½	11	11	—1
C—E					
Cable	11500	28	25	28	—2
Camp Chib	2000	360	340	350	—15
Camp RL	100	785	785	785	—10
C Dyno	600	30	30	30	—2
C Malart	28300	45	40	40	— ¼
C N Inca	1100	22	18	18	—3
Canam	500	20	20	20	
Cantore	8500	19	18	19	+1
Can-Erin	93200	24	21½	24	+1
Cab-Met	10480	134	125	125	—3
C-Met wts	475	54	52	52	+2
Captain	4500	16½	15	15	—2
Cassiar	400	815	800	800	
Cen Pere	90400	30	30	23	—1
Cheskirk	4000	6½	6½	6½	— ⅛
Chib Jac	10125	58	50	55	+4
Chib-Kay	4000	16	15½	16	
Chib M	500	60	60	60	
Chimo	3500	56	52	53	—5
Coch Will	1100	255	253	255	
Cody Rece	15500	22	20	21	—2½
Coin Lake	1500	14½	14½	14½	— ⅛
Coldstrm	10800	34	32	32	
Comb Met	54055	63	60	60	—23
Comagas	10500	64	61	62	+2
C Callinan	5500	16	15	16	
C Denison	2513	$15½	15	15	— ¼
C Den wts	2205	495	475	485	—20
C Discovery	1640	330	310	310	
C Fen	1200	66	64	64	—1
CG Arrow	45500	28	22	23	
C Halliwell	124300	61	51	54	—4
C Marben	8000	35	30	30	—5
C Marcus	500	42	42	42	—5
Can M and S	770	$19½	19	19¼	+ ⅛
C Mogul	140	150	150	150	—10
C Morrison	5000	2	2	2	
Con Drag	2000	24½	24	24	—1
Con M and S	770	$19¼	19	19¼	+ ⅛
Con Negus	17000	35	31	31	—3
Con Nichol	4000	8	7	7	— ⅛
C Northland	1500	40	40	40	—2
C Red Poo	1000	10	10	10	
C Regcourt	5000	18	16	17	+ ⅛
C Sanorm	5000	9	8½	9	
Con Sud	1650	71	70	71	+1
Conwest	900	355	330	330	—30
Cop Corp	1000	25	24	25	
Cop-Man	552	9½	9¼	9¼	— ⅛
Coprand	61000	218	165	212	+44
Coulee	1200	14	13	13	— ⅛
Crestaur	1000	11	11	11	+ ⅛
Crowpat	4500	12	11	12	
Cusco	25700	23	20	22	—1
Daering	48075	72	63	65	—12
D'Aragon	60500	48	39	39	—
De Cour	500	33	33	33	—1
D'Eldona	1000	11	11	11	— ⅛
Dome	285	$15	14½	14½	— ⅛
Donalda	65000	20	16½	18	—1
Duvan	7000	20	19	19½	+ ⅛
E Amphi	127700	17	15	16	+1
East Mal	5300	178	170	170	
East Sull	200	190	190	190	—8
East Met	11000	8½	8	8	—1
East Min	8466	41	40	40	
Elder	3700	87	86	87	
El Sol	4000	12½	12	12	
Eureka	1400	23	22	23	—1
Expl All	3000	16½	15½	15½	— ⅛
F—J					
Falcon	1260	$26¼	25¾	25¾	— ⅛
Faradav	6400	112	103	108	+3
Fed Kirk	2000	8½	8	8	— ⅛
Francoeur	13000	11½	11	11	
Frobisher	2630	180	175	175	—5
Frob debs	30	$75	75	75	
Geco Mines	1010	$13¾	13½	13½	+ ¼
Genex	1125	17	17	17	—2
Giant YK 8	100	600	600	600	
Glacier	500	35	35	35	+5
Glen Uran	1000	13	13	13	
Goldale	1000	16	16	16	
Gold Eagle	3000	8½	8	8½	— ⅛
Gold Man	7000	32	30	32	+1
GF Uran	113400	42	35	37	—6
Grah Bous	2900	11	9½	9½	—2
Grandue	500	140	138	138	
Greyhk	52850	24	22½	23	—2
Gulch	3000	18	18	18	
Gulf Lead	3000	8	7	7½	—2½
Gunnar	4450	$17½	16¼	16¾	— ⅛
Gunnar wts	1980	830	805	815	+5
Gwillim	7500	10	9	9½	—1
Hallnor	200	200	200	200	—15
Halmon	7500	78	74	75	—4
Hard Rock	5000	10	10	10	
Har-Min	2000	13½	13	13	— ⅛
Heath	7000	10	9	9	
Heva	8000	6	6	6	— ⅛
Hollinger	436	573	23	23	— ¼
Hoyle	330	425	425	425	
Hud Ray	80	$46	46	46	+ ¼
Hugh-Pam	500	25	25	25	—1
Ind Lake	11000	8	7	8	
Int Nickel	1785	$73¼	72¾	73	— ⅛
Int Res	225500	52	45	51	+3
Irish Cop	1200	174	165	165	—5
Iron Bay	100	175	175	175	—5
J Waite	1000	13	13	13	
Jacobus	40775	172	135	170	+3
Jaye Expl	24500	98	90	91	—1
Jeanette	2000	12	12	12	+1
Jellicoe	4000	18	16	16	—1½
Jobugke	10500	16	15	16	+ ⅛
Jonsmith	110600	21	18	18	—2
Joosey	1244	54	52	52	—3
K—N					
Kenville	4000	6¾	6½	6½	— ¼
Kerr Add	1755	$17¾	17½	17½	— ⅛
Kilembe	400	170	166	170	
Kilem wts	300	46	46	46	
Kirk Min	2500	42	38	38	—4
Kirk Town	1500	12	12	12	+1
Labrador	870	$17⅞	17½	17½	
L Dufault	1400	75	71	71	— 1
Lake Ling	4000	10¼	10	10	— ⅛
L Shore	2000	500	495	500	
La Luz	1300	300	295	295	—5
Lamaque	300	265	265	265	—10
Leitch	10000	140	129	132	—3
Lencourt	2000	11	10¾	11	+ ⅛
Lexindin	256000	6½	6	6	
LL Lac	1400	201	190	191	—14
Lomega	4500	5	5	5	
Lorado	5500	53	51	52	
Lorado wts	300	32	30	32	+2
Lyndhst	101500	3½	3½	3¾	—6
Macassa	300	305	300	300	—10
Magdon	2000	30	30	30	
MacLeod	475	106	105	105	—1
Madsen	5400	235	235	235	—5
Mandy	2000	5½	5½	5½	
Manoist U	1149	9	9	9	— ⅛
Maralgo	58463	68	60	60	—8
Marcon	1000	8½	8¼	8½	—1½
Maritime	41475	90	82	82	—8
Martin	17000	36	34½	36	+3
Matatch	34000	27	24	25	
Mavbrun	3300	20	19	19	—6
McIntyre	55	$76	75¾	76	— ⅛
McKen	57100	32	27	27	—1
McMar	17000	15	13	14	—2
McWat	1500	22	22	22	— ⅛
Mentor	5000	16	15	15	—1
Merrill	9700	83	78	81	+1
Meta Uran	8500	12	11	11¼	+ ⅛
Midrim	6400	108	102	104	—5
Mogoue	10750	2¼	2¼	2 7	—3
Min Corp	350	$11¾	11½	11¾	— ⅛
MinOre	20500	18¾	17	18½	+ ⅛
Moly wts	100	$15	15	15	— 1
Mt Wright	73936	70	67	70	+3
Multi-M	5000	54	50	50	
Nama Cr	8000	20¼	20	20	— ⅛
Nat Expl	3600	20	18½	18½	—1½
Nealon	8500	10¼	9	9	—1
Nes Lab	500	34	34	34	+1
New Alger	2500	10½	10	10	—1
New Ath	11400	41	39	40	—1
New Bid	1000	7¼	7	7	
New Cal	13000	35	32	33	—2
New Delhi	6700	42	38	38	—5
N Dicken	7400	226	220	222	—3
N Goldvue	2000	8½	8	8	
N Harri	3000	14	13	14	— ⅛
New Hosco	508025	425	280	290	—160
New Jason	7000	10	10	10	
N Kelore	76000	11	9	10	+2
Newlund	5000	18	18	18	+2
N Man	1000	22	22	22	—1
N Minda	7000	12	12	13	+1
N Mylama	89000	22	18	18	—3
Neumor	1000	7	7	7	
New Rouyn	4500	7	7	7	—1
N Senator	7000	5½	5¼	5½	
Nick Rim	2200	75	75	75	
Nipissing	1300	195	195	195	+3
Noranda	312	$43	43	43	
Normick	4500	7	6½	6½	—1
Norlartic	85500	27	22	24	+2
Normetal	5700	295	280	285	+10
Norvan	2100	28	28	28	
Norvenn	9000	11	10	10	— ⅛
N Gilbert	7730	53	51	52	
N Pank	2000	22	20	22	+4
Northap	12000	335	325	325	
Nowm A wts	100	295	295	295	+5
North Can	1400	115	115	115	—5
Normalie	26000	20	20	20	—1
Nudulf	3200	21	21	21	
O—S					
Obeska	500	7	7	7	+ ⅛
O'Brien	69755	105	85	86	—16
Osama	2000	9	9	9	
Okn Rare	7500	16	15	16	
O'Leary	13000	9½	9½	9½	—2
Onem	1225	855	850	850	
Opemiska	9500	14½	13½	13½	
Ormsby	17750	50	47¾	47¾	—2¼
Osisko	1000	39	37	37	
Pamour	2900	55	55	55	—1
Paramaq	1000	7	6¾	6¾	—¼
Parbec	31000	8½	7	7	—1
Pardee	9000	65	65	65	
Paymast	10000	23	20	22	
Peerless	3000	97	94	94	
Perron	2500	9¾	9¾	9¾	+2
Pick Crow	500	100	100	100	
Pioneer	334	146	146	146	+1
Pitch-Ore	3000	6	6	6	
Placer	850	$10¼	10	10¼	+ ¼
Pr Pard	4000	6	6	6	
Preston	1300	635	625	630	+5
Prosp	700	500	495	495	—5
Pros Air	1700	110	108	110	
Purdex	39300	15½	15	15¾	+ ⅛
Que Ascot	17197	28	28	28	—1
Que Chib	9500	48	45	46	+1
Que Con	2000	30	28	28	—3
Que Yuk	4000	6	5	6	+ ⅛
Que Lith	950	430	415	430	+5
Que Man	9000	19	17	19	
Q Metal	800	98	96	96	—1
Quinton	800	15¾	15½	15¾	— ⅛
Quemont	1000	905	900	900	—35
Radnore	26700	75	65	65	—5
Ravenrk	3400	98	95	97	—2
Renable	700	133	133	133	—4
Rexspar	2800	45	40	41	—4
Rio Pun	2000	6½	6	6½	+1
Rix Athab	500	49	49	49	— ⅝
Roche	39000	20	17	19	—1
Rockwin	109000	65	56	58	—8
Rowan Con	6000	17	16	17	— ⅛
St Michael	3500	10	10	10	—1
San Ant	800	30	30	30	—3
Sand Riv	17000	15	14	14	—1
Sheen Cr	800	55	55	55	+1
Sherritt	5895	410	395	410	+5
Sigma	800	430	415	415	—5
Sil Miller	1000	65	65	65	
Sherak VR	5000	11	10	10	—1
Sherak VR	5000	11	10	10	—1
Sidcona	5100	30	17½	17½	—1
Stanleigh	5000	136	130	135	—1
Stanigh wts	600	58	56	58	
Stanrck	440	268	266	266	
Starratt	74000	10½	10	10½	
Steeky	1500	9	9	9	—1
Steep R	2725	365	350

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20-7

200 in the Swim At Sooke Flats

More than 200 youngsters are taking advantage of improved bathing facilities at Sooke River flats during Red Cross swimming classes, according to Mrs. William Eddy of Sooke Centennial Committee.

The improvement of bathing facilities is the permanent centennial project for Sooke district.

Shirley representatives on the committee, Mrs. M. A. Perron and Mrs. Jean Robinson, have reported Shirley Community Hall has been re-roofed as that section's permanent project.

Contract Given

UCLUELET — Contract for $9,423 has been awarded by the federal public works department to Ivan Ossinger of Ucluelet for reconstruction of the mooring float here.

Existing floats and piling will be removed and replaced by creosoted piles and three log floats, each measuring 10x100 feet.

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ISLAND DIGEST

TOFINO TANKS UP

Water Ferry To Relieve Low Supplies

TOFINO (CP) — The village council began preparations Monday night to haul water from Long Beach to offset dwindling supplies at the 50,000-gallon municipal water tank.

Council plans to truck water in a 1,000-gallon tanker from Long Beach six times a day. Level of water in the storage tank was described as quite low after months of dry weather.

Some 400 people get their water from the storage tank, while those outside the water system rely on wells, many of which have gone dry.

Uppermost in the minds of villagers is the threat of fire. Tofino is served by a volunteer fire department.

MOVIE STARS VISIT ISLAND

CAMPBELL RIVER—Dick Powell and Edgar Bergen, well-known film stars, stopped here on the weekend while cruising the east coast of the Island in a private yacht. They left here for April Point, on Quadra Island.

GUEST SPEAKER at session for young people at Nanoose Bay Pentecostal Camp July 20-26 will be Rev. Harris E. Lidstand, youth department director for 350 Assembly of God churches in Washington and Idaho. Boys' camp has ended and girls have taken over. A full-scale camp meeting for whole family, from July 27 to Aug. 10, will end summer activity at Nanoose Bay centre.

First of New Generators In Service

CAMPBELL RIVER — First of three 42,000 horsepower generators at the Upper Campbell Lake power house of the B.C. Power Commission started regular service this week.

This boosts production of the Campbell River system to 315,000 horsepower. Start-up of the other two Upper Campbell generators will mark the end of development of the huge Campbell River drainage system, and see production of 399,000 horsepower.

Other production units are Ladore Falls, 105,000 horsepower, and John Hart, 168,000 horsepower.

Troller Badly Burned as Blast Destroys Boat

PORT ALBERNI — A fisherman who was badly burned about the face and legs in an explosion aboard his troller Monday today was reported in satisfactory condition in West Coast General Hospital.

Victim of the blast was Einar Andersen, 631 South 8th Avenue, Port Alberni. The blast was in the vicinity of the engine, and was powerful enough to shatter the hull and cabin.

The $4,000 craft subsequently sank near the Standard Oil dock. Andersen was taken to hospital by ambulance.

The blast was the fourth this month aboard boats in Vancouver Island waters. On July 2 three people were saved from a burning pleasure boat at Brentwood. On July 4 one woman was badly burned and five men were saved when a cruiser exploded at Sonora Island, north of Campbell River, and a salmon troller suffered severe burns in a blast aboard a troller at Hornby Island.

2 Bike Race Routes Set At Chemainus

CHEMAINUS — Plans are well advanced for junior bike races to be held here in August as part of centennial celebrations under sponsorship of the Canadian Legion, Branch 191.

There will be two races: a five-mile race for those of 14 and under, and an eight-mile race for 16 and under. Both races will start and finish in front of the Legion hall. The five-mile race will be from the Legion to Edgar's store on the old highway and back, and the eight mile race from the Legion to Sunny Service and return.

Youngsters residing in Chemainus and district are eligible to enter. Both races will be for stock bikes and no geared bikes will be allowed. Several good prizes have already been arranged.

Dick Duncan, who is handling arrangements, has reported the Victoria Cycling Club has offered to assist in staging the races.

Chicoutimi in Quebec was the site of a Jesuit mission to the Indians as early as 1782.

Traffic Vigilantes Urged for Sidney

SIDNEY—North Sidney Ratepayers' Association is recommending to Sidney Village Commission and the highways department that a force of highway vigilantes assist police in enforcing traffic regulations here.

It is suggested that the special force wear distinctive insignia, take complaints to the regular police, and act as witnesses.

GRAND MUSIC
★ **THUR. 8.15 p.m.**
BUTCHART GARDENS SYMPHONY CONCERT

Muncey Heads Racers To Sproat Lake Meet

ALBERNI — The fastest limited racing boats in the Pacific Northwest will be here Saturday and Sunday for the annual Sproat Lake Ratepayers' Association regatta at Sproat Lake.

Bill Muncey, driver of Seattle's Miss Thriftway, Gold Cup champion, will bring his 266-inch hydroplane to the meet.

Another fast boat will be the 225-inch Restless II, owned by Art Jones of Kelowna. Jim Hutchinson of Vancouver and Lorne Caldwell will be on hand to try to top their own one-mile straightaway records.

200 ENTRIES

The weekend of competition will start Saturday with swimming and diving events at Port Alberni pool, to be conducted jointly by the Sproat Lake ratepayers and Alberni Valley Swimming Club. More than 200 entries have been received.

The boats and their drivers will parade from Alberni to Port Alberni Saturday, and the annual regatta dance will be held at Sproat Lake Community Hall.

Recreation Minister Earle C. Westwood will open the motorboat section of the program at a course off shore from Smith's Landing Park. Mile trials will be held in the morning.

To date 30 entries have been received from United States drivers alone.

Island Cable 'Big Success'

VANCOUVER (CP) — The world's highest-capacity submarine power cables, linking Vancouver Island with the mainland, have been pronounced a "complete success" by Tom Ingledow, B.C. Electric vice-president and chief engineer.

Mr. Ingledow said the last two of the seven lines went into service Sunday.

Laid last week the two 138,000-volt capacity cables augment the five already in operation.

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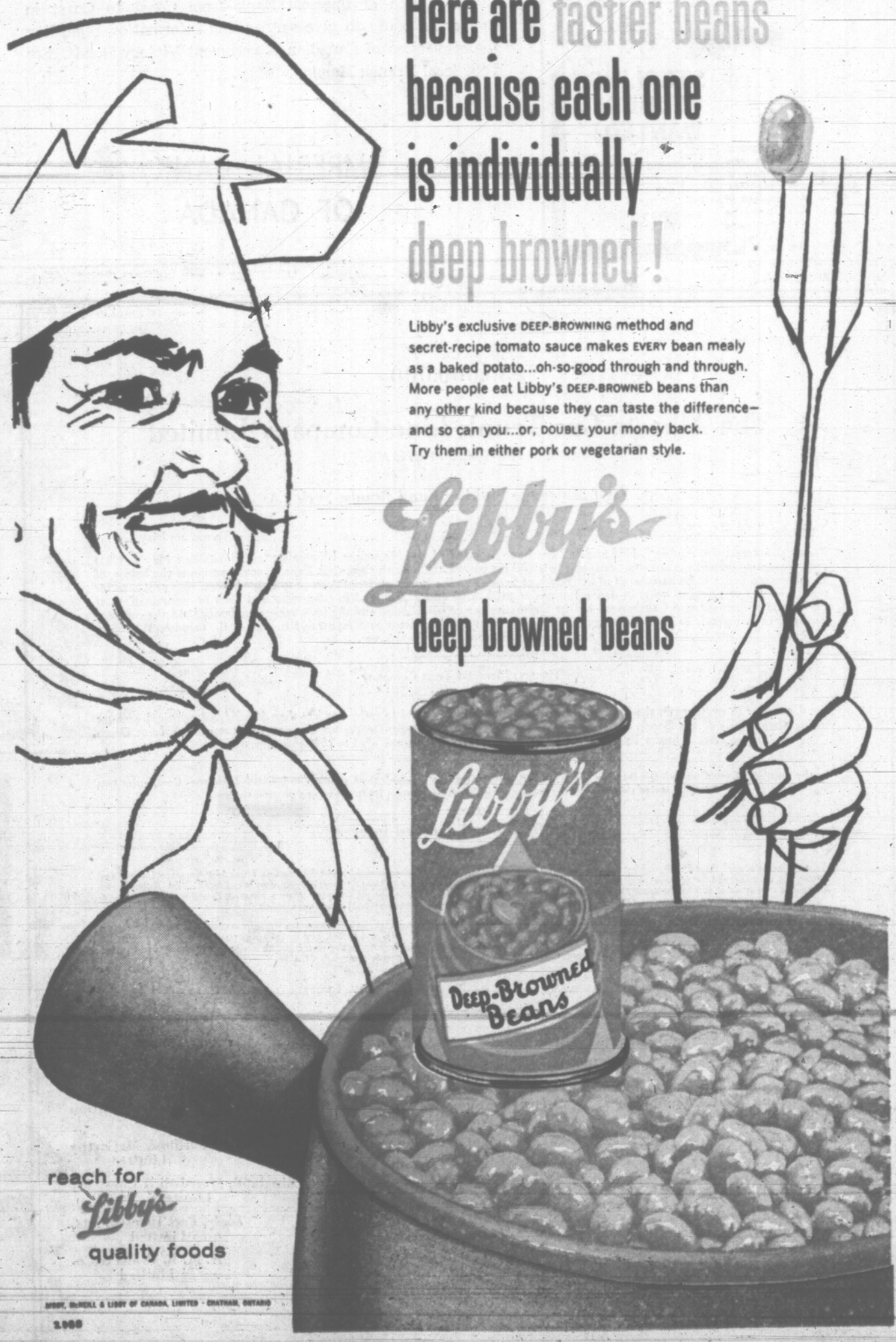

DANNY FORTUNE

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LAREDO

DILLY

DICK TRACY

NANCY

BUZ SAWYER

DOTTY

AROUND HOME

ALLEY OOP

MARK TRAIL

AUG. 3 ENTRY DEADLINE IN GARDEN LIGHT SHOW

Entries for Victoria Jaycees' first annual garden lighting contest to be held during the first two weeks in August, must all be in by Aug. 3, it was announced today.

Entries should be sent to the Junior Chamber of Commerce office, 816 Wharf Street.

Judging period will be from 9 p.m. to midnight between Aug. 4 and 16.

The garden lighting will be judged strictly on over-all effects and artist merit.

Winner of the first prize will receive $50 and a special centennial plaque. Similar plaques will be given as second and third prizes.

$12 Million Jump In Costs of CBC

OTTAWA (CP) — The CBC today reported its expenses in the last fiscal year jumped by almost $12,000,000, all but wiping out its reserve of funds.

The publicly-owned corporation's annual report for 1957-58 showed expenditures were about $2,700,000 more than its income from Parliament, commercial revenues and other sources.

Roughly $41,000,000 of the CBC's total revenues of $70,567,000 in the year ended March 31 came in the form of parliamentary grants and from a special 15 per cent excise tax on radio and television sets and parts, applied at the manufacturers' level.

The CBC said that reduction of its working capital — down to $2,445,000 — has rendered its day-to-day financing difficult.

NEED MORE CAPITAL

"The nature and size of its (the CBC's) commitments require a larger working capital," said the report to Parliament for the corporation.

It was the last CBC annual report signed by A. D. Dunton, chairman of the CBC board of governors, who resigned last week to become president of Carleton University here. His resignation became effective today.

Most of the boost in expenditures was due to higher spending on the still-growing television service. TV costs rose to $58,070,000 from $46,581,000 in 1956-57. Radio and integrated administrative services rose slightly to $15,188,000 from $14,814,000.

The report showed that total revenues increased to $70,567,000 from $61,803,000, mainly as a result of higher parliamentary grants and higher commercial revenues.

Expenditures rose in all departments, as more was spent for programming, engineering, network facilities, payments to agencies and private stations and for other services.

$2,691,000 DEFICIT

They totalled $73,258,000, up from $61,394,000. The result was that on the year's operation, there was a deficit of $2,691,000, compared with a small surplus in 1956-57 of $408,000. After allowances for depreciation, the excess of expenses over income was $4,968,000, up from $1,561,000.

The obviously difficult financial position of the CBC is likely to induce the government into taking action soon on ways to meet the corporation's growing money requirements.

Gov't Cuts CN Budget $15 Million

OTTAWA (CP)—The federal government has chopped $15,000,000 off the CNR's prospective 1958 expenses, but the publicly-owned system Monday stuck with its original forecast of a $55,000,000 deficit.

In a revised budget tabled in the Commons, the company forecast a drop in revenues to $700,000,000 from the $730,000,000 it predicted in an original budget June 2. Some decreases in expenses — evidently based mainly on lowered traffic volume—brought the deficit out to the original figure.

50 'Good Citizens' Chosen for Medals

Greater Victoria Centennial Committee today named 50 "Good Citizens" who will be presented with bronze centennial medals, July 27.

Chosen by a secret committee, on the basis of unselfish contribution to the community, the 50 persons represent all walks of life. Some are well known, others not.

Esquimalt councillor, G. K. Sammon, committee vice-chairman, named these as the group to be honored:

Miss Ellen Hart, 1075 Davie; Charles F. Banfield, 642 Craigflower; Mrs. Ada Barner, B.C. Protestant Orphanage; Percy H. B. Dawson, 1234 Transit; J. Carl Pendray, 2391 Beach; Frank Hurley, 2115 Qu'Appelle; Harry L. Smith, 1764 Cedar Hill Rd.; Miss Alice K. Pye, 938 Ellery; Mrs. Katherine Costain, 2607 Dunlevy; Mrs. James Carmichael, 3337 Glasgow; Mrs. Anne McVie, 922 Lyall; Douglas Fletcher, 5355 Parker; William Simmons, 451 Superior; George R. "Rebel" Mowat, 1551 Burton; Fred Blakeney, 2525 Empire; Mrs. E. E. Harper, 410 Vincent; Mrs. Halcyon Carson, 936 Mt. Joy; Mrs. Alice Mallek, 310 King George; Mrs. Margaret Morrison, 418 Manzies; Mrs. A. C. Hopwood, 625 John; Thomas Lokier, 2455 Hamiota; Edward Winslow, 1044 Craigdarroch; Miss Kathleen Agnew, 1013 Vancouver; Burges Gadsden, 526 Linden; Robert Knight, 1246 Fairfield; Herbert Lee, 842 Balmoral; Major Robert Hogarth, 1330 Hampshire; Miss Lottie Bowron, Strathcona Hotel; Dr. Henrietta Anderson, 3150 Kingsley; Mrs. P. E. Corby, 1318 Vimy; Mrs. Joyce Allenby Songhees Reserve; Thomas Wellburn, 3731 Winston; Frank Mulliner, 550 Cormorant; J. V. Johnson, 1938 Bowker; Harold B. Elworthy, 2768 Satellite; John Barraclough, 5465 Alderley; W. T. Sadler, 4810 Patricia Bay Highway; Mrs. W. Alsdorf, 206 Robert; J. H. Todd, 431 Newport; Mrs. Florence Barr, 965 Trans Canada Highway; Archie McKinnon, 1445 Brooke; Mrs. W. W. McGill, 3441 Mayfair; Mrs. Margaret Christie, 700 Linden; Mrs. Pat Dufour, 619 Transit; J. A. Worthington, 247 Government; Lieut. Ed MacFayden, 170 Kamloops; Miss Sara Spencer, 3610 Cadboro Bay; Robert Whyte, 155 Rindle; Dr. Russell B. Robertson, 814 Royal Oak; Mrs. F. A. Lindsay, 3000 Rutland.

The bronze medals will be presented in Beacon Hill Park at a civic ceremony attended by the mayor and reeves of Greater Victoria, as well as all council members.

$1,295 Raised For Community By Rotary Club

CHEMAINUS — The Rotary Club raised a total of $1,295 for community service projects in the six-month period ending June 30, treasurer Art Bird reported to members.

During the same period the the club made donations to community, district and national charities and appeals totalling $657.

Mr. Bird said that $841 is on hand in the club's bursary account, but that the $200 to be awarded this year has not yet been presented.

Members approved two fund-raising projects. Annual auction sale will be held in September and a centennial golf tournament will be held at the Mt. Brenton course on the Thanksgiving weekend.

CBC to Broadcast Vancouver Festival

TORONTO (CP) — The CBC announced today it will broadcast a series of 22 concerts from the Stratford and Vancouver Festivals July 21 to Aug. 11 on the trans-Canada radio network.

Is there something you want to know? Do you want to win a set of valuable books or other instructive prizes? Then ask Andy.

Andy will answer questions submitted by child readers and those who submit the questions he selects to answer will receive worthwhile prizes.

The youngster who asks the first question answered each day receives a 20-volume set of Compton's Pictured Encyclopedia (Canadian edition) and of the second question a Hammond Atlas or Globe.

Address your questions to "Ask Andy," Victoria Daily Times.

Andy sends a complete, 15-volume set of **Compton's Pictured Encyclopedia** to Billy Parr, age 11, of Tucson, Arizona, for his question:

Can an earthworm grow a new head?

A lizard can grow a new tail, and so can a salamander. A starfish can grow a new arm or even five new arms. But the earthworm can do even better. He can grow a new head. In fact, if sliced in half, he may regrow into two separate worms, each giong his own way. However, not every sliced worm becomes two worms. For this miracle to happen, he must be cut in the right place.

Let's study the earthworm's body before we operate. Mr. Pinky is an annelid animal, a member of the phylum Annelida, the ringed ones. His rings are the segments which girdle his body from tip to tip. They are garters of firm skin alternating with garters of soft, elastic skin. They work together like a concertina and because of them, Mr. Pinky can shorten his body or stretch it out long.

For the operation to be a success, we must count the segments, beginning with the head end. The head end of the tubular worm is pointed and the tail end is slightly flat. If you are not certain which is the head, wait for the patient to start traveling. Like everybody else, he follows his nose.

Now, from the nose, count back 18 segments. Select any segment between the 5th and 18th segments. Cut, and your little pink worm is now in two parts. To a higher, more complex animal, this operation is sure to be fatal. But the little annelid will survive.

The front half of the worm will soon begin to grow a new tail. The cut surface seals itself with a small tail segment. Other segments are squeezed in later between the tip and the rest of the body. Five or more new segments may be added in this way. But if the worm lost a great many segments not all of them will be replaced.

Head, Tail Grow Anew

The tail half of the worm will begin to grow a new head. However, no matter how many segments were lost, only five will be replaced. The earthworm is able to grow five new segments to replace his lost head and this seems to be enough. The operation was a success and one worm has become two worms. One has a new tail, the other has a new head.

But suppose you were a clumsy surgeon and sliced your patient behind his 18th segment. He is cut in two, but his tail half is not very large. The head end is in splendid condition and soon sprouts a new tail. So all is not lost for we still have one whole worm.

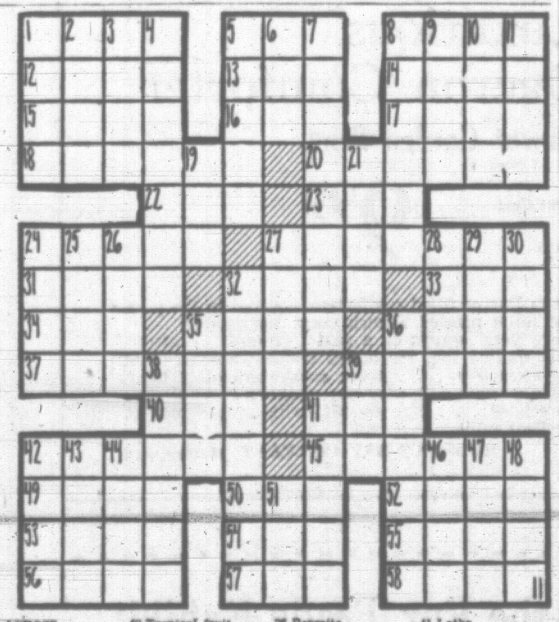
A worm can grow a new head on the cut tail section. But he can only do this if a fair amount of tail section is left. Growing a new tail seems to be easy, because no matter where he is cut, the head section will grow a new tail. Growing a new head is harder, though it can be done.

Andy sends a **Hammond's Ambassador World Atlas** to Nick Honcoop, age 11, of St. Catharines, Ont., for his question:

HOW LONG IS A SOLAR YEAR?

The solar year is the period of time it takes the earth to travel from one Vernal Equinox to the next. This is the time it takes to complete one journey around the sun—365 days, five hours, 45 minutes and 45.575 seconds. The solar year also is called the tropical year, the astronomical year, the equinoctial year and the natural year. It is shorter than the sidereal year, which is the time it takes the earth's centre to cross and recross a given star.

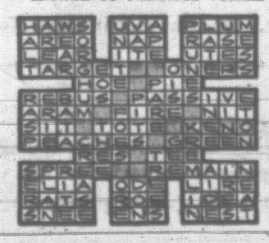
Our calendar is based on the solar year, which is about 365¼ days long. We gather up these four extra quarter days from four solar years every leap year. Then, every fourth year, we take care of this surplus by adding an extra day to the calendar.



ACROSS
1 Masculine appellation
5 Diminutive of Daniel
8 Scandinavian boy
12 Guiltless
13 Laconian phyle subdivision
14 Body (comb. form)
15 Goddess
17 Kind of press
17 Bugle call
18 Sitting down
20 Muse of astronomy
22 Simple lyric
23 Pillar
24 Manservant
27 Thinks over
31 Angers
32 Dimensions
33 Cereal grain
34 Harden
35 Top
36 Indolent
37 Hebrew ascetics
39 Sacred song
40 Diminutive of Ronald
41 River rapids (var.)
42 Tropical fruit
45 Woodworking machines
49 Fruit drinks
50 Narrow inlet
52 French river
53 Unusual
54 Interest (ab.)
55 Small plot of ground
56 God of love
57 Indolences (coll.)
58 Toiletry case

DOWN
1 Mimics
2 Entice
3 Operatic solo
4 Cashier
5 Ill-dressed
6 "Honest ——" Lincoln
7 Atomize
8 Landed property
9 Horse color
10 Kaffir warrior
11 Italian building
19 Consume
21 Violent anger
24 Holding device
25 War god of Greece
26 Permits
27 Obscures
28 Soft drink
29 High in stature
30 Plant part
32 Photoplay plot
35 Presently
36 Term in physics
38 Expunges
39 Genus of grasses
41 Laths
42 Uncovered
43 Hebrew month
44 Fiddling Roman emperor
46 Sword handle
47 Son of Isaac (Bib.)
48 Bristle (comb. form)
51 Writing fluid

ANSWER TO PREVIOUS PUZZLE



Sommers Case Defence Meets, Crown Protests

VANCOUVER (CP)—The defence has begun its case in the Sommers bribery-conspiracy trial—39 sitting days after the trial began.

Douglas McK. Brown opened the defence for British Columbia Forest Products Monday and immediately ran into repeated Crown objections as he sought to introduce various letters and documents as defence evidence. The jury of nine men and three women were in and out of the courtroom all afternoon while legal points were argued.

The way for the defence case was cleared by a series of rulings by Mr. Justice J. O. Wilson.

In the main the justice nullified 10 charges of bribery against four of the eight accused, including five such charges against former lands and forests minister Robert Sommers.

Mr. Brown told the court he would present evidence to show that dealing between B.C. Forest Products and another accused company, Pacific Coast Services Limited, were legitimate. He brought to the stand B.C. Forest vice-president Thomas Burgess to testify that Pacific president H. W. Gray had even worked on a $3,000,000 deal for B.C. Forest to purchase the huge Vancouver Island timber stand of the Kapoor timber interests. The deal never was consummated.

DAVID NIVEN

tells about his amazing lives as...

ACTOR

In this week's Saturday Evening Post, the star of "Around the World in Eighty Days" and star and part owner of TV's Four Star Playhouse tells how he first came to Hollywood . . . how he lived in Loretta Young's house . . . and about his bachelor days with Errol Flynn.

PLAYBOY

Niven tells you how he got by as a penniless playboy in New York . . . how he free-loaded on some of the East's top society while getting paid for it . . . and the hilarious story of how Elsa Maxwell tried to get him into the movies!

ADVENTURER

Niven worked on a road gang in Canada . . . almost became a Cuban revolutionist . . . was a bartender in Mexico! Once he took a chance on going AWOL from His Majesty's Army to visit Barbara Hutton. These are just some of the high points you'll read about in "I'm Always Surprising Myself" by this extraordinary man, David Niven himself.

IN ALL, 7 articles, 4 stories, 2 serials, many cartoons and exciting photographs.

Get your copy today—wherever magazines are sold!

The Saturday Evening POST
July 19, 1958 - 15¢
A CURTIS MAGAZINE

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INCORPORATED 2ND MAY 1670

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COME! SAVE! EVERY ITEM SUBSTANTIALLY REDUCED

Dial 5-1311

Shop Wednesday, 9 a.m. to 5.30 p.m.

SALE! 4-Cycle Rotary Mower...
Safe as a Push Mower!

69.99

$7 Down, $5 Monthly

- Briggs & Stratton engine
- Easy to start, easy to push, always reliable
- Simple operation due to handy handle controls
- 3 Adjustments for different grass heights
- Offset wheels prevent scalping your lawn
- Trims edges for a thorough, complete job.
- Quick, effortless for more enjoyable lawn mowing.

HUDSON'S BAY COMPANY, garden shop, lower main

SALE!
Boys' Swim Trunks for Summer Fun

Reg. 1.19
Special 88c

There's still time to make that big splash in new swim trunks from the BAY! Quick drying trunks in cotton or acetate rayon, styled with draw string waist for comfort and good fit. Blue, brown, grey. Sizes medium and large from 10-15.

HUDSON'S BAY COMPANY, boys' wear, main

SALE!
Terry Beach Towels
Assorted Colorfast Prints

Reg. 3.98, 4.49 and 4.98
Special, each 2.99

Quick drying, thick, absorbent towels to wrap yourself in after a quick, refreshing dip. Dries you in a jiffy, keeps you warm and comfortable. Choose from a wide assortment of gay novelty prints in brilliant colorfast shades. Quality cotton terry, washes easily, fluffs up to a luxurious nap. 36x68.

HUDSON'S BAY COMPANY, staples, 3rd

SALE!
Women's Summer Sandals
Cushionized for Comfort

Reg. 4.95
Special 2.99

Fashionable sandals to wear with summer suits, dresses and sportswear! Styles include wedge heels, open toes and heels, cross and instep straps . . . ALL in smooth white leather. Cool and airy, lightweight and flexible, cushionized insoles . . . the ultimate in walking comfort and good looks. Sizes 6 to 8½ collectively.

HUDSON'S BAY COMPANY, women's shoes, fashion floor, 2nd

SALE!
Luxurious Dacron Comforter
Flower Garden Print

Special, each 9.99

Plump Dacron-filled comforters, covered in the prettiest floral printed French crepe imaginable . . . dainty floral sprays on a pastel ground . . . attractively quilted too, for added boudoir beauty. Not only attractive . . . these comforters offer lightweight warmth with easy care qualities every woman appreciates . . . Size 60 x 84, with ample tuck-in. Excellent value.

HUDSON'S BAY COMPANY, staples, 3rd

Mrs. John Work

Women and Children of the Fur Trade Exhibit

The courageous wife of fur trader John Work, who travelled with him all through the rugged Pacific Northwest; at Fort Simpson worked to abolish slavery among the Indians. See our exhibit representing Mrs. Work in her home, part of our Centennial tribute to B.C.'s pioneer women.

Daily, 9 a.m. to 5.30 p.m. Friday, 9 a.m. to 9 p.m. Douglas Room, third floor.

PARKING — Over 1,000 parking spaces in the BAY'S three big lots and the meter-free Arenaway.

CARPORT — Use the BAY'S convenient counter-to-carport for all your heavy parcels. Make shopping a pleasure.

2 p.m. Specials
On sale one hour or while quantities la
No mail, phone or C.O.D. orders please.
Personal shopping only.

Shrug Sweaters — Attractive little shrug sweaters to slip over cool cotton dresses to protect shoulders from summer breezes. Pre-shrunk botany wool in a fancy knit with trim on sleeve and front of garment. Navy, light blue, beige, pink and red. Sizes S.M.L. Reg. 3.95. Special 2.95

Poplin Bras — Attractive red, black, gold or blue bras with novelty contrast stitching. Styled with removable shoulder straps for a smooth, even tan when desired. Reg. 1.95. Special 99¢
HUDSON'S BAY COMPANY, women's sportswear, fashion floor, 2nd

Paper Mache Trays — Imported paper mache trays, durable yet light . . . ideal for home use, parties, etc. 3 sizes available. Special 99¢
HUDSON'S BAY COMPANY, housewares, lower main

Nylon Bristle Tooth Brush — Adult or junior tooth brushes in various shapes. Quality nylon bristles set in attractive colored handles. Special 9¢
HUDSON'S BAY COMPANY, cosmetics, main

Bamboo Drapes — 4 ft. wide by 7 ft. long . . . attractive NATURAL matchstick to break the rays of hot summer sun from overheating or fading your room and furnishings. Modern and attractive in any home. Special, sq. ft. 10¢
HUDSON'S BAY COMPANY, draperies, 4th

36" Printed Cottons and Plisse . . . Choose from a good variety of quality cottons and printed plisse in a host of pretty colors and patterns. Ideal for blouses, skirts, curtains and nightwear, etc. Colorfast. Special, per yard 33¢
HUDSON'S BAY COMPANY, dress goods, 2nd

Full Fashioned Hosiery — First quality hose at terrific savings . . . 51/15 business sheer . . . the perfect hose for everyday wear! Sheer enough for special occasions, yet durable enough for business. Flattering light beige shade in sizes 8½ to 11. Special, pair 69¢
HUDSON'S BAY COMPANY, hosiery, main

Wabasso Dependable Pillow Cases — Save on these comfortable, long-wearing cotton pillow cases . . . close firm weave for smooth fine finish, bleached snowy white. Size 42x36. Special, pair 97¢

Thick Napped Belgium Flannelette Blankets — Warm, long-wearing flannelette blankets with soft, cosy nap, close firm weave and hemmed ends for lasting comfort and wear. Size 70x90. Limited quantity, so shop early! Special price, each 1.88
HUDSON'S BAY COMPANY, staples, 3rd

48" Cotton Drapery Prints — Save at least half on these floral and modern design drapery prints in a wide selection of colors. Makes into beautiful drapes and is durable enough for matching slip covers. Buy now and save! Regular 1.95 to 2.50. Special price, yard 86¢
HUDSON'S BAY COMPANY, draperies, 4th

Vista Car Wax — New car wax by Simonize . . . assure a lasting wax protection designed for today's gay colors. Cleans and waxes in one easy application. Special 1.66
HUDSON'S BAY COMPANY, car accessories, lower main

Men's Canvas Oxfords — Lightweight, cool casual oxfords with sturdy canvas uppers, thick crepe suction cap soles, and air ventilated cushion insoles. White and brown, in sizes 3 to 8 collectively. Special $1
HUDSON'S BAY COMPANY, men's shoes, main

Rayon Gowns — Always popular, attractive rayon gowns with lace trim at bodice and neckline. Full skirt. Pretty pastel shades in sizes M, L and OS. Slight imperfections. Special $1
HUDSON'S BAY COMPANY, lingerie, 2nd

Used Outboard Motors

1958 3 h.p. Johnson outboard. Special $150
1956 30 h.p. Evinrude outboard. Special $300
1954 7½ h.p. Martin outboard. Special $40
5 h.p. Johnson outboard. Special $40
1958 8 h.p. West Bend outboard. Special $250
1950 22 h.p. Johnson outboard. Special $90
6 h.p. Sa Asbury model 600 outboard. Special $60

Easy monthly payments available
HUDSON'S BAY COMPANY, sporting goods lower main

Old Warriors 'Surrender' To Princess

By PETE LOUDON

Princess Margaret today became commander-in-chief of the hearts of 300 old warriors at Victoria Veterans' Hospital.

Some stood, or sat, stiffly to attention to show their respect—others could only express their loyalty and admiration through their eyes.

The message those eyes conveyed had the impact of bugles sounding a charge. The Princess felt it and responded with warm smiles of sympathy, words of hope.

The royal visit will be a topic for crib and checker sessions for weeks to come.

OTHER DAYS

Many of the veterans recalled other royal inspections in which they had stood in youthful vigor before her grandfather, her father or her mother.

The Princess wore a yellow dress with blue polka dots and matching hat. Her dress featured a square flat collar lapped low on her shoulders, a close-fitting skirt and yellow shoes.

Her only jewelery was a double string of white pearls.

Once in the hospital, she immediately went to the surgical ward on the second floor.

She sought out patient J. McKinnon and advised him that his six-year-old daughter had just presented her with a bouquet of pink roses. Mr. McKinnon's daughter also is named Margaret.

'I'M DEAF'

One of the veterans spoken to by Princess Margaret, W. Geddes, missed the pleasure of hearing her words.

"She said something, but I'm deaf," he said later.

Presented to Princess Margaret at the hospital were: Hospital administrator Norman Beattie; Matron Miss R. W. Cowper; medical administrator Dr. C. A. Watson; assistant district administrator, DVA; J. S. Adams; Mrs. M. A. Talbot, director of dietary services; Dr. R. Scott-Moncrieff, president of the medical advisory board, and N. D. Smith, administrative officer, treatments.

Among the decorated patients with whom the Princess talked was H. Mottershead, who was presented with a Distinguished Conduct Medal in 1916 by King George V.

The Princess also spoke to Brig. William Colquhoun, nicknamed "The Shorty" because he is so tall that he requires a special bed. He wore a Military Cross, also presented by King George V.

There was Edward Rowland, a Military Medal winner, who once carried a trench mortar over 200 yards of open field under enemy fire.

The oldest veteran in the hospital, R. Newberry, 94, also was spoken to by the Princess.

Matron Miss R. W. Cowper, who accompanied the royal tour of the hospital, said:

"The Princess was very interested in the patients. She wanted to know something about each of them. She was interested in the size of the staff and she noticed a group of student nurses from Jubilee Hospital who lined one corridor.

"She said, 'It must be very nice to have two hospitals so close together'."

The Princess also visited in the pavilion lounge among "up-patients." Following her tour of the hospital she walked past an honor guard of Corps of Commissionaires members, one of whom collapsed before her arrival.

She visited the Red Cross Lodge where she commented on the excellent recreational facilities for patients and their relatives.

BUT 'IT'S HERS'

U.S. Claims Margaret's Gift Island

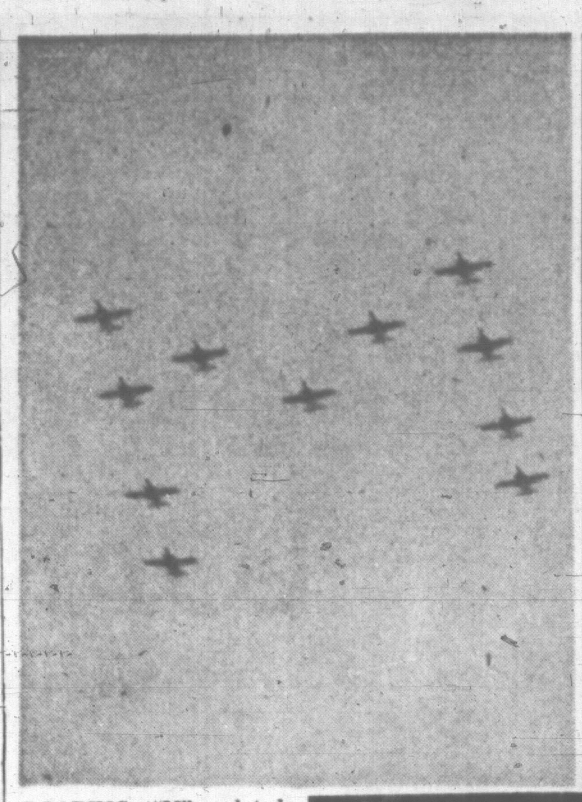
Question of whether Portland Island, B.C.'s gift to Princess Margaret belongs to B.C. or the U.S. was raised in Seattle today.

Radio station KOL reported: "Portland Island really belongs to the U.S. Both Portland and Moresby Island actually should belong to us. The KOL fact-finding and twisting commission has determined that the international boundary should run through Swanson Channel and Chate Pass.

"This results from an error on the part of the hydrographers who sounded the channel for Emperor William II of Germany, who arbitrated the Pig War.

"The mix-up comes in the conversion of feet to metres that are used in the German metric system.

"We at KOL say the Princess can have the island. All we want from her is a thank you note."



ROARING "M" saluted Princess Margaret at Monday noon as climax to march-past of navy, army and air force. The aerial alphabet flying was conducted by CF-100 jet interceptors from Comox. All told, 37 planes took part in fly-past. Right, Princess peers skyward while Defence Minister George Pearkes explains features of different planes. Lieutenant-Governor Frank Ross is at right.

Unions Will Pay Fines For Ferry Walkouts

Victoria Daily Times
VICTORIA, B.C., TUESDAY, JULY 15, 1958—PAGE 17

SAFETY INSPECTOR IN DOCK FOR UNSAFE 'BLIND' DRIVING

A shipyard safety inspector found he wasn't so safe when he was charged in city police court today with violating his driver's licence restriction.

Hugh Donald McKenzie, 1921 Ash, pleaded guilty to driving without eyeglasses and was fined $15.

Regular fine for the offence is $25 but Magistrate H. C. Hall took into consideration the fact Mr. McKenzie was hurrying to catch a ferry and left the glasses on the car seat beside him.

Labor Federation Promises Funds

By DAVID COWLISHAW

A top official of one of three unions involved in a pay dispute with Black Ball Ferries said today a fund would be set up to pay fines of men who walk off the ships while they are operated by the B.C. government.

He said the B.C. Federation of Labor has agreed to contribute.

The Bennett government took over the Black Ball fleet June 23 under emergency powers of the Civil Defence Act, hours before the ferries were due to be struck by two of the three unions. Under the act, seamen who refuse to work are liable to a fine of $500 or three months' imprisonment in default.

Richard Greaves, president of the Marine Engineers, told the Times 85 per cent of the union membership was in favor of walking off the Black Ball ferries "because they do not like being conscripted" and in order to precipitate federal arbitration of both the Black Ball and Canadian Pacific disputes.

WHEN PRINCESS LEAVES

"We shall know after meetings today and Wednesday whether the men will walk off the ships as soon as Princess Margaret leaves the province. We don't want her visit spoiled on our account.

"In the event of a walk-off, all labor in B.C. will be asked to contribute to a fund to pay fines resulting from the action. We have already approached the (B.C.) Federation of Labor and received a very encouraging reply."

The engineers' president added the members were "not too worried" about walking off the ships in defiance of Premier Bennett.

A walkout on Black Ball would see Vancouver Island severed by water transport from the B.C. mainland.

Canadian Pacific coast steamships have been idle since May 16 when 350 members of the Seafarers' International Union struck in support of a 25 per cent wage demand. They were followed by the engineers and the Merchant Service Guild, both officer unions seeking 19 per cent. The company offered 8 per cent.

The same terms are at stake in the Black Ball dispute.

Meanwhile, no word has been heard from Ottawa concerning further federal action in the CPR strike.

MRS. M. T. GILLESPIE
. . . former Winnipegger

Funeral Held For Prominent City Socialite

Funeral service was held this morning at the Church of St. George the Martyr, Cadboro Bay, for prominent Victoria socialite, Marjorie Thorne Gillespie, wife of Dugald Gillespie, 841 St. Charles Street.

Mrs. Gillespie was the daughter of the late Mr. and Mrs. John B. Persse of Winnipeg. Surviving her are two sons, John D. Gooderham of West Vancouver and William G. Gooderham of Courtenay; a daughter, Mrs. C. Carothers Carpenter, Victoria; and two sisters, Mrs. Geoffrey Macdonald and Mrs. L. J. H. Redmond, both of Winnipeg.

Rev. William Hills officiated at the service, and was assisted by Rev. J. L. W. McLean.

Pallbearers were Brig. W. C. Thackray, V. R. Sutherland, K. L. Patton, Andrew Milligan, J. Ian Simpson, and Dr. J. A. Stewart. Burial was at Royal Oak.

'Royal Blue' Weather To Continue

Balmy weather that has contributed to the success of Princess Margaret's public appearances here will continue Wednesday for her trip up-Island, weatherman Sid Ramsden said today.

Monday was hot, with a maximum temperature recorded at Gonzales Observatory of 80 degrees, and an official 86 in the Tillicum area. Downtown maximum was 84 degrees.

High predicted for today was 77 degrees, but it will be cooler Wednesday with 70 degrees.

"Weather will be clear and warm throughout the whole of the Georgia Strait area Wednesday for Princess Margaret's visits to Nanaimo and Courtenay," Mr. Ramsden said.

Pleasant as the weather has been for the public, it is causing concern to foresters, who are battling a 400-acre fire west of Horne Lake, and clearly visible from Alberni streets.

Started Monday afternoon either by a cigaret or a campfire, and still not reported as under control, it is being fought by 100 men and all available equipment.

"It is in bad country, and the hazard is high and still rising," a Forest Service official reported.

A radio appeal was made Monday for volunteers to help quell the blaze. It is at the southern end of the Beaufort range, and burning in logged-off country crossed by the E & N Railway. The front of the fire is estimated at three-quarters of a mile wide.

'ROTTEN'

Hide-and-Seek With Princess Annoys Crowd

Security police were scored for "playing games with the public" by a disenchanted crowd outside Empress Hotel Monday night.

In another hide-and-seek charade, Princess Margaret was spirited away from the hotel at 10 p.m., after 250 persons on Humboldt Street had waited 45 minutes to see her.

What annoyed spectators was that they were "decoyed" by governmental cars and police at the Humboldt Street entrance to the hotel.

At 9.45, what appeared to be a picnic container of ice was brought out of the hotel and deposited in one of the cars.

At 10, the drivers suddenly "gunned" their cars—as if on cue—and sped 100 yards along to a service exit, directly opposite the liquor store.

The princess and her party stepped quickly into the cars and were whisked away.

FLAT-FOOTED

The crowd was caught flat-footed, except for a few nimble youngsters, who caught a fleeting glimpse of the princess.

Policemen who had executed the ruse grinned broadly.

But the people who waited didn't — including some top-hatted, striped-pants guests of the Union Club dining facilities.

"Rotten," said one spectator.

"Childish," said another.

"An outrage," said a third. "Why shouldn't people see her and give her a little cheer?"

STARLIT SKIES

After her "escape," Princess Margaret was driven to Ten-Mile Point to spend an hour and a half in near-solitude under starlit skies.

"Near-solitude" for the Princess means three limousines of royal party members and senior security officials, a carload of police ahead, a police car a few blocks behind and others travelling in the same direction on parallel streets—all of them in contact by radio.

The Princess returned to her Empress suite at 12.15 a.m.

On two other occasions—once for a tour of the city and again for a trip to a Saanich farm—the Princess slipped away from waiting newsmen and the public stare.

ROYAL LUNCHEON

Empress Kept Stiff Upper Lip

By MAUREEN DUFFUS

In spite of being all dressed up for Royalty, the Empress Hotel maintained its legendary atmosphere Monday for the state luncheon given by the Province of British Columbia in honor of Princess Margaret.

Even though lounge and dining room were closed to the public, including permanent hotel residents, one essential ingredient of Empress atmosphere was there: William Tickle's orchestra played before and during luncheon, choosing selections from musical comedy said to be among Princess Margaret's favorites.

Luncheon was a formal occasion, with strict protocol observed in guest list and seating arrangements. There were 250 guests.

Highlight of the affair was presentation of a brooch to Princess Margaret on behalf of the people of British Columbia by Premier Bennett.

Made entirely by B.C. craftsmen, the brooch is a replica of the six-petalled dogwood blossom, official emblem of the province.

Raised centre is of yellow diamonds, with petals in white diamonds. Leaves are of emeralds.

"Princess Margaret was pleased as a child with her brooch," said Mrs. G. R. Pearkes, who was seated at the head table.

"She did not stand to receive it, but just smiled her thanks and said 'How lovely.' Again, on the way out, her eyes sparkled and she said again how lovely it was. She seemed very happy."

Before entering the dining room, Princess Margaret received representatives of the church, the judiciary and the diplomatic corps in the lounge. For the presentation she stood before a mass of brilliant flowers banking the entire wall of the lounge, facing the main door.

The Princess walked to the head table, on a raised platform at the west end of the dining room, and took her place at the centre. To her right was Lieutenant-Governor Frank Mackenzie Ross, and at her left Premier W. A. C. Bennett.

Grace was said by the Most Rev. M. M. Johnson, Coadjutor Archbishop of Vancouver, who included a special blessing for the Royal Family.

Lunch was served by regular hotel staff, with maitre d-hotel Joseph Zanichelli serving the Princess personally throughout the meal.

Menu consisted of smoked B.C. salmon with capers, noisettes of Salt Spring Island lamb with green peas and new potatoes, Saanich strawberries in liqueur with small iced cakes, and coffee in demitasses.

COULDN'T SEE

Toasts to the Queen and to Princess Margaret were made by Premier Bennett.

Most of the guests were unable to see or hear much of what went on at the head table. Only signal as to when the toasts were to be given came when the head table stood, and others at back tables followed suit.

Special china used at the head table was patterned with a crown in the centre and bordered with deep blue and red. Silver service plates were used. Floral centrepiece was a magnificent arrangement of deep pink carnations. Tall bouquets of carnations decorated other tables.

The Princess wore the same dress as she had for morning ceremonies, white chiffon with painted blue cornflowers in modified chemise style.

Shortly after 2 p.m., the orchestra played "The Maple Leaf Forever," and the Princess left the dining room with other head-table guests.

BRIGHT CERISE CAPE worn by the Most Rev. M. M. Johnson, co-adjutor archbishop of Vancouver, added a colorful note at presentation ceremonies before the State luncheon at the Empress Hotel Monday. The Archbishop, who later said grace at the luncheon, was one of approximately 40 representatives of the Church, judiciary and diplomatic corps presented to Her Royal Highness.

TOPICS of The TIMES

Dog obedience demonstration, produce stalls and games will be included in a "Fun Fair" presented by St. Chad's Mission Church tonight at 6 in the Majestic St. Play Park.

* * *

Sputnik III will appear in the western sky at 10.38 tonight and will cross at high level to disappear in the north, according to Dr. R. M. Petrie, Dominion Astrophysical Observatory director.

The satellite, travelling at 18,000 miles per hour, shines with a steady light. Its carrier, which has made several appearances, brightens and fades as it turns end over end. It will not be visible tonight.

* * *

An order-in-council approved by the B.C. cabinet has granted $1,000 each to the B.C. Teachers' Federation and the B.C. School Trustees' Association. The funds are to defray expenses incurred by mediators appointed by the groups during recent salary disagreements in 24 B.C. school districts.

* * *

Amendments to the traffic bylaw introducing two-hour parking at several downtown locations are being prepared despite the opposition of two city aldermen.

Ald. Arthur Dowell and Ald. M. H. Mooney argued that parking should be limited to one hour in the downtown area but city council overruled them and instructed city solicitor to draw up the change.

A pair of teen-agers were to be summonsed for creating a public mischief after police caught them driving around town with a "bloody" arm projecting from the truck of their car Sunday night.

A woman driver first reported to police she followed the car on Fort, then lost it at Quadra, but not before seeing the grisly arm hanging from the open trunk.

Police stopped the car 15 minutes later at Government and Broughton, found a 16-year-old at the wheel and a 17-year-old companion lying in the trunk smeared with ketchup.

* * *

A band consisting of pipers and drummers from The Canadian Scottish Regiment cadets of Victoria and Seaforth cadets of Vancouver, has been selected as official band for the Royal Canadian Army Cadet National Camp at Banff.

The band now is at Vernon and will leave there July 19 for the three-week cadet camp.

Victoria members of the band are J. A. Brown, F. Fatt, D. N. McDonald, D. S. McPherson and J. G. Skinner.

* * *

Fire chief James Bayliss blames children for a number of grass fires reported recently in the Gorge-Irma district.

The chief said he believes they are being lighted deliberately and that action will be taken to stop the dangerous practice.

TRAFFIC FINES

In city police court Monday:

Stewart C. McLeary, 2152 Cadboro Bay, $10 for failing to give a hand signal.

TEARS AS PRINCESS ZIPPED PAST

Brownies Won't Get Second Chance

A royal visit press relations official said today no changes will be made in Princess Margaret's schedule to give Brownies, Girl Guides and Rangers a second chance to pay homage to their leader.

Princess Margaret is world chief of the Rangers, the over-16 group in the Girl Guide movement.

Bitter parents kept newspaper phones busy Monday after some 700 Brownies, Guides and Rangers were disappointed by a too-brief glimpse of the Princess when she was driven to the afternoon garden party at Government House grounds.

A representative of the Girl Guide movement here said no official protest would be made because "we have no desire to cause any unpleasantness."

"But we were disappointed. After all, girls are girls and a princess is a princess."

The youngsters stood in Beacon Hill Park under a hot sun for more than two hours to pay their respects to the Princess.

Two of the youngsters fainted in the heat during the long wait. A 66-girl color party wilted under the blazing sunshine waiting patiently to dip their colors in honor of the Princess as she rode to meet the social elite awaiting her at the party.

Excitement gripped the girls as the Princess' motorcade approached.

Moments later, tears ran down scores of little cheeks and bitter disappointment rippled through the ranks.

The Princess' motorcade had zipped past too quickly for anything but the briefest glimpse.

To make it worse, the Princess was in a closed sedan — the first time in her Victoria visit—and was seated on the far side of the car from the Brownies and Girl Guides.

Margaret Amused as Women Shove

During the mob scene that greeted the royal party shortly after it entered Government House grounds Monday afternoon for the garden party, Princess Margaret never ceased to smile.

In fact, there was a gleam of amused interest in her eyes as she looked around at the sea of faces.

Poised and charming, the Princess waited with the Lieutenant-Governor and Mrs. Ross until the crowd which pressed closely around was controlled.

The Princess may have been slightly amused, but others were not.

"I'm a little ashamed of my own sex," said a woman who stood quietly in the background.

"You'd think women would show some consideration, but look at them."

Up ahead was the milling, pushing crowd, predominately women, who refused to form anything in the nature of a pathway for the Princess to walk. Instead they crushed in until only the top of her wide-brimmed hat could be seen.

It took about five minutes to restore order when the lieutenant-governor's aides took over and cleared the way ahead of the Princess as she walked in a circle of the three lawns.

HOSTESS TO PRINCESS

Floral prints in gay summer tones were seen in gowns worn at the Government House garden party Monday afternoon by Mrs. W. C. Woodward, left, and her daughter-in-law, Mrs. Charles Woodward. Widow of a former lieutenant-governor, Mrs. Woodward was hostess to Princess Margaret and her party at "Woodwyn" in West Saanich, last Sunday afternoon.

IS IT AN ILLUSION?

Seeing double? Cameras are usually pretty accurate and according to this photograph Mrs. Robert Bonner is wearing a dress very similar to that worn by the Princess. Both were in floral print dresses with floating panels draped from shoulder to hemline. Princess Margaret's dress was of white chiffon with blue cornflower pattern. Picture was taken as Attorney-General Bonner met the Princess at presentation ceremony in the Legislative Buildings Monday. Premier Bennett looks on as Mrs. Bonner waits her turn.

SHOPPING GUIDE

Fruit Stone Jewelry . . . Hand Made in Okanagan!

By PENNY SAVER

Fruit stone jewelry is all the rage now! It's handmade in British Columbia . . . the Okanagan to be exact. This attractive and certainly different idea in jewelry is the transforming of apple, pear or apricot stones or seeds into elegant earrings and pins. Price of the sets is $1 and up.

German bendy dolls are here! Those wee, almost life-like dolls are every little girl's treasure at $1.98. Do give one to the lass in your house. She'll love the doll's supple movements, painted face and authentic costume . . . you'll see!

★ ★ ★

Visitors—here's a good souvenir of Victoria. It's an English bone china cup and saucer with the B.C. Legislative Buildings hand-painted on the side of the cup and on the saucer. It's a gift to take home for a friend or yourself at $2.50.

★ ★ ★

An old-fashioned idea and a lovely one is the habit of enclosing a sachet of fragrant lavender among your clothes. Now there is a spray sachet mist out that sells at $1.75 a tin.

It produces a delicate spray when the button-on-top-of-the-can is pressed. A little goes a long way!

★ ★ ★

China cigarette boxes with reproductions of Indian totems and carvings are truly British Columbian! They'd be smart in almost any interior decorating scheme . . .especially modernistic! Black cigarette box and match holder with the intriguing imprints of Indian craft upon them are priced at 98 cents and up!

Shopping? Why not give me a call at 2-3131 and I'll tell you where I saw these items.

Of Personal Interest

Here for Wedding

Among out-of-town guests at the Butler-Reid wedding Saturday evening in Centennial United were Mr. C. G. Hamilton, Whitelaw, Alta., Mr. and Mrs. Carl Larson, of Wellington, B.C., Mrs. H. Cooke, Comox, Mr .and Mrs. J. C. Bowen, Beverley and Jim Bowen, Mr. and Mrs. G. Waines and family, Mr. and Mrs. C. Sparks, Mr. Ted Uphill, Miss Margaret Coatta, all of Vancouver; Mr. and Mrs. Coatta and Phillip; Mrs. George Camroux, Mr. T. Myles, Mr. and Mrs. J. Holden, of Edmonton; Mr. and Mrs. H. Taylor and Ken of Whitehorse, Y.T., Mrs. W. H. Lysne, Stoney Plain, Alta., Mr. and Mrs. Don Reid with Ian and Peggy of Wagner, Alta.; Miss Dorothy Reid, Ponoka, Alta.; Miss Jean Reid, Calgary, Mr. and Mrs. David Reid of Oregon; Mrs. L. Morrison, Lynnwood, Wash.; Mrs. M. Christensen, Mrs. N. Oro of Hammond; Mr. and Mrs. C. Dodge, Mr. and Mrs. F. Grover, Mr. and Mrs. T. Morgan, Mrs. R. Guzina, and Mrs. P. Matthews, all of Nanaimo.

Butler-Reid Vows Said In Centennial United

Centennial United Church was setting for a double-ring ceremony Saturday evening when Colleen Muriel, daughter of Mr. and Mrs. George D. Reid of Cadboro Bay Road became the bride of Ronald Charles Butler, son of Mr. and Mrs. John M. Butler of Vancouver.

Rev. A. Calder conducted the ceremony.

Traditional wedding music was played by Mrs. M. Wilmshurst and during signing of the register, J. A. White, sang the "Bridal Prayer."

Wearing a floor-length gown of bridal satin en train the bride entered the church on her father's arm. The fitted bodice was fashioned with lily-point sleeves and the square cut neckline was embroidered with lace flowers and sequins. Her semi-cap held a chapel-length veil which was trimmed with lace appliques. She carried a bouquet of red roses and white baby gladioli.

Champagne-toned dresses were worn by attendants, Miss Andrea Reid, Mrs. J. Friend, Miss Beverley Bowen and Miss Jean Reid. All wore matching bandeaux and carried bouquets of roses, carnations and gladioli.

Best man was Gerald Butler, and ushers were Jack Friend, Ted Uphill and Phillip Coatta.

The Centennial United Church hall was setting of a reception. A three-tier cake centred the bridal table, surrounded by bowls of white and peach gladioli.

Jack Bowen, the bride's uncle, proposed the toast.

For a wedding trip to the Okanagan, the bride wore a figured golden beige sheath style dress of shantung silk. She topped the attractive ensemble with a bone beige duster coat. Her accessories were in orange and beige and her corsage was of yellow roses and blue cornflowers.

The couple plan to make their home in Surrey, B.C.

LOUISE DAVIS

On Etiquette

Announcing widow's engagement.

I am a 35-year-old childless widow, planning to marry a 39-year-old bachelor. Would it be all right for me to submit my engagement announcement and picture to the newspapers and, if so, how should it be worded? How should I use my name for the marriage announcements, would it be all right to submit that and the bridal picture to the papers, too? We will be married at church in the afternoon. What should my fiance and I wear?

Louise Davis

Louise Davis answers:

This will be your second engagement and marriage, and, for that reason, I advise you to be conservative by not submitting anything to a newspaper. It might be construed that you are a publicity seeker and you don't want that kind of criticism, even though unwarranted. I am sure that your friends will learn the news soon enough without the help of newspapers. Should you decide to do it anyway, submit the information to the paper and let the editor handle the wording. For the marriage, it would be all right to submit the announcement to the paper, but I advise you to forget about wanting your picture published. Although your name is the same as your late husband's (Mrs. George Baker), it would be permissible in this case to use Mrs. Marie Scott Baker. However, Mrs. George is more correct. A suit or simple afternoon dress with a hat would be appropriate for you to wear. I suggest a conservative business suit for your fiance.

24 Hours a Week Before TV Sets

OTTAWA (UPI)—Canadians on the average watch 24 hours of television a week.

More than 3,000,000 homes—taking in about 71 per cent of the population—have television sets, the report stated. An estimated 10,500,000 Canadians watched some television every night.

The average cost per family for television was four cents per day, the CBC report said.

It added that its 46 stations now bring 82 per cent of the population within the reach of good reception.

Colorful Flowers

The begonia, grown mostly in Belgium, is named after the French botanist Michel Begon.

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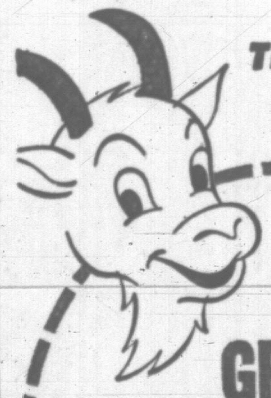

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Free Customer Parking — Entrance From Hill Street

Adoring eyes followed the Princess Margaret as she walked slowly through the crowds at the garden party in Government House grounds Monday afternoon. Above the Princess stops momentarily to speak to Mr. and Mrs. Howard of Vancouver. Mrs. Ross, wife of B.C.'s lieutenant-governor, is at the left.

Mayor and Mrs. Fred Hume of Vancouver, right, chatted with other Vancouverites over for the party, Mr. W. Ross MacKenzie and his daughter, Mrs. Ross Field. They were waiting by the summer house for the arrival of Her Royal Highness.

Cmdr. Bruce Smith, ADC, and Mrs. Smith of Kelowna, in front of the summer house and royal enclosure. Their home on Okanagan Lake will be Government House next week for it is there that the Princess Margaret will reside while in the interior. Attractive, fair-haired Mrs. Smith was wearing a garden party frock of smoke grey silk organza with full skirt and fitted bodice, the low portrait neckline filled in with rows of dainty lace. Her wide picture hat was made of folds of white organza.

Gowns Add Elegance To Outstanding Party

Spraying fountains, colorful garden furniture and gay flower beds may have formed a background for the government house garden party Monday afternoon but it was the gowns of feminine guests that added a final touch of elegance and high fashion.

Centre of adoring eyes was the Princess Margaret, who wore an apple blossom pink and white printed taffeta gown with front fullness from the fitted waistline and a flowing line at back from shoulder to hem. Her wide-brimmed hat of white silk faille was pleated in soft diagonal folds.

PERFECT ACCESSORIES

The Princess wore a double strand of pears, and a dogwood pin of emeralds and diamonds presented by the Premier for the people of British Columbia on Monday morning. Her white gloves were elbow length. She carried a white leather box handbag and wore clear plastic shoes with criss-crossed straps over the toes and high narrow heels.

Mrs. Frank Mackenzie Ross chose a black chiffon gown, patterned with large pink roses. Her wide black picture hat was also trimmed with roses.

Mrs. George Pearkes, wife of the minister of defence, was handsome in pale yellow sheer patterned in grey and turquoise. Her wide green hat was trimmed with yellow and brown flowers.

Mrs. H. S. Rayner was wearing a Liberty silk floral print, large black picture hat and black accessories.

Fine navy lace dress with matching silk cummerbund and sash was choice of Mrs. W. A. C. Bennett. Her large garden party hat was turned up at the back and held with a large pink rose.

Mrs. Percy B. Scurrah wore grey French lace over a festive pink under sheath with large pink picture hat. Mrs. T. M. Jones was striking in cream lace with black hat wreathed in colorful flowers.

Yellow print dressmaker suit and matching yellow cloche hat was worn by Mrs. Byron Johnson. Black polka dot ensemble with small black velvet and veiling "whimsy" hat was choice of Mrs. Trevor Housser. She carried a dainty parasol edged with polka dot material.

Mrs. Roger Smith was wearing white silk organza printed in with yellow roses and with a leaf green cummerbund. Miss Evelyn Farris of Vancouver was charming in shell pink Swiss organza and matching picture hat. She was accompanied by her mother, Mrs. Donald Farris.

Mrs. Victor Spencer, also of Vancouver, was outstanding in delphinium blue lace with matching picture hat. Her daughter, Miss Barbara Spencer, chose a shirtmaker ensemble with full skirt in old gold tone. With this she wore a matching cap shaped beret.

REAL SILVER

A silver helmet that shimmered and glinted in the bright sunlight kept Mrs. John McMenamin of Vancouver the centre of many eyes. The helmet was a solid silver Dutch bridal hat 175 years old given to her by her husband when they were married five years ago. Mrs. McMenamin's classically styled gown was in bluish green tones.

Mrs. John Norris of Montreal wore a yellow floral print and small yellow hat with wide bow over the forehead. Mrs. Hobert Wallace was in an orange and black print with large black hat.

Mrs. Buda Brown, MLA, was in a yellow ensemble and Mrs. Lois Haggen, MLA, in a brown and orange print with brown straw hat wreathed in matching flowers.

Colorful Flowers, Gay Umbrellas Background for Gay Garden Party

By ELIZABETH FORBES

Government House lawns were never greener nor the flower beds more colorful than Monday afternoon for the annual garden party at which the Princess Margaret was honor guest.

Focal point was naturally the royal enclosure marked off with white rope in front of the summer house on the upper lawn. Flower beds with massed arrangements of deep purple heliotrope, that scented the air with its delicate fragrance, coral pink geraniums and dwarf dahlias formed a frame for the rustic wood summer house which was outlined with hanging baskets filled with lobelia, geraniums and schizanthus.

The royal enclosure was marked at the corners with potted ferns, coleous and colorful cinnerariums arranged in such a way they appeared to be growing. Flower yellow wicker chairs and a yellow and rose-toned garden umbrella added a final note of color.

Inside the summer house, where the Princess had tea, the refreshment table was covered with a delicate lace cloth with linen insets hand-embroidered in a dragon design. It was centred with a lovely arrangement of coral pink dahlias and white scabiosa.

Mrs. Eric Hamber, wife of a former lieutenant-governor, presided at the tea table where the silver service and Aynsley china cups and saucers and tea plates in the Oriental tree design were placed.

Yellow wicker wall baskets were filled with matching yellow gladioli and white Esther reed daisies. Japanese lanterns in honey cream tones swayed gently from the low ceiling.

During the tea hour a number of guests were invited in to the enclosure to meet the Princess, among them Dr. and Mrs. N. A. M. MacKenzie, Brig. Sherwood Lett and Mrs. Lett, Mr. and Mrs. A. E. Dal Grauer, Col. and Mrs. Victor Spencer, all of Vancouver; Mr. and Mrs. Byron Johnson, Mrs. Hobart Molson, and Mrs. J. W. Benning Jr. of Victoria.

The more than 4,550 guests who attended the party crowded upper and middle lawns and spread out into the lower lawn, that, according to the government house staff was being used for the first time in their memory.

More crowds watched the party through railings of the iron fence that surrounds the grounds. Children predominated in this group and their shrieks of delight as the Princess neared them in walking around the lawns, were easily heard.

Spectators also held positions on balconies and verandas of homes on Rockland Avenue, facing Government House.

Some had binoculars which they were using to follow the progress of the Princess Margaret through the crowd.

Commissionaires reported guests were arriving for the party long before the big gates opened. Hundreds pleaded to be able to keep their invitations but the requests were regretfully denied.

Eventually the invitations were taken away in three heaped-up paper baskets.

Royal Canadian Navy band from HMCS Naden, conducted by commissioned officer William Gordon, played alternately with the band of the Royal Canadian Engineers during the afternoon. They presented a varied program of marches, overtures and musical comedy numbers.

When "God Save the Queen" was played soon after the Princess Margaret left for the Empress Hotel, people were loathe to leave the grounds. They continued to sit under the colorful umbrellas dotted around the lawns or to stroll among the flower beds.

Anxious for a second look at Princess Margaret, whom she had seen before at a Buckingham Palace garden party two years ago, was Miss Monica Fraser, right, daughter of Mr. and Mrs. D. R. Fraser. With her is Miss Margot Thomson, daughter of Capt. and Mrs. K. W. Thomson.

Kinked necks may be prevalent today throughout Victoria for hundreds of guests at the garden party, maintained positions on tiptoes and with stretched necks while the Princess Margaret was anywhere near. Here Mrs. E. F. Wainwright of Victoria, left, and Mr. and Mrs. Denis Mason Hurley of Shawnigan Lake, look over the heads of others to watch the Princess as she approaches.

Women!

Of Personal Interest

Palm Springs Visitor

Mr. Jerry Heidt has returned to his home in Palm Springs after spending a few days in Victoria.

From Manitoba

Mrs. A. Smyth and Mrs. M. Brooks from Brandon, Man., are at present holidaying in Victoria. They are the guests of their sisters, Mrs. T. Newton, Dunlevy Street, and Mrs. G. W. Walker, Cook Street.

In Toronto

Justice Hector MacDonald and Mrs. MacDonald of Victoria are in Toronto for a few days, guests at the Park Plaza hotel.

At B.C. House

Victorians signing the register at British Columbia House in London, England, recently include Miss Ethel Irvine, Mrs. L. P. Lawlor, Mrs. H. Menzies, Miss Mary Atkin, Mrs. D. W. Morgan, Mr. Harry Stephens, Sir Robert Holland, Miss F. W. Small, Mr. Howard H. Cullis, Miss Valerie Stephens, Mr. and Mrs. George F. Cooper, Miss Diana Heaney, Mr. R. T. Peacock, Mr. Peter Cunningham, Miss Florence H. Martyn, Mr. and Mrs. R. G. Lawrence and Mr. and Mrs. L. W. Coburn.

Clubwomen's News

Life Membership — Mr. and Mrs. David Cooper, Ferndale Road, entertained members and friends of the Women's Missionary Society of St. Andrew's Presbyterian Church recently. Mrs. R. H. Cox presided and Mrs. J. L. W. McLean conducted the devotional. On behalf of Victoria Presbyterial, Mrs. F. O. Jenkinson presented a life membership to Mrs. P. Croft. Mrs. McLean presided at the tea table. Mrs. D. MacBride thanked the host and hostess.

SPECIAL EVENT

BARKERVILLE, B.C. (CP) —St. Saviour's Anglican church here, believed the oldest church in British Columbia, had its first wedding in seven years. Allan J. McInness and Ann Stafanuk, both of Prince George, asked to be married here because of the B.C. Centennial.

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Birth Notices $1.25 per insertion.

Marriages in Memoriam notices, Cards of Thanks not exceeding 12 lines $1.75 per insertion. Each additional line, 15c daily.

Deaths, Funeral Notices not exceeding 12 lines, $1.75 first insertion and $1.25 subsequent insertions. Each additional line, 15c daily.

In the event of an error occurring the liability of Victoria Press, Ltd., shall not exceed the charge for the space actually occupied by the item in question.

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The Victoria Press, Ltd. shall not be liable for non-insertion of any advertisement beyond the amount paid for such advertisement.

All claims of error in publication shall be made within 12 hours thereafter and if not so made shall not be considered. No claim will be allowed for more than one incorrect insertion nor for errors not affecting the value of the advertisement.

All advertising copy will be subject to the approval of the Victoria Press, Ltd. who reserve the right in its sole discretion to classify, reject or insert copy furnished.

Eastern Canada representative: W. R. Austin & Co., 18 Toronto Street, Toronto, Ont.

United States representative: Cresmer & Woodward, Canadian Division.

Replies to private box numbers may only be obtained from the downtown office of Victoria Press Ltd., at 1215 Broad Street.

1 BIRTHS

BROWN—Peter and Monica Brown, 4110 San Ardo Place, proudly announce the arrival of their twin boys, Timothy Paul and Mark Richard, 6 lbs. 2½ ozs. and 7 lbs. on July 12, 1958, at the Royal Jubilee Hospital. New playmates for Coralie, Laurelyn and Christopher.

LOOK—Born to Mr. and Mrs. Robert Look, 1646 Ross St., at the Royal Jubilee Hospital, on July 10, 1958, a daughter, Andrea Gail, 8 lbs. 7 ozs. A sister for Chris and Judith.

MUNRO—Born to Mavis and Gordon Munro, 3961 Blenkinsop Road, Victoria, at the Royal Jubilee Hospital, on July 11, 1958, a son, Ross Campbell.

POWELL—Born to Mr. and Mrs. W. H. Powell, 2799 Mersay Drive, Victoria, B.C., at the Royal Jubilee Hospital, on Saturday, July 12, 1958, a daughter, Leslie Anne, 7 lbs. 1 oz., a sister for Robin.

WHELDON—Born to Mr. and Mrs. Brian R. Wheldon, 943 Goldstream Ave., Victoria, B.C., at St. Joseph's Hospital on July 3, 1958, a son, Terry Russell, 7 lb. 7 oz. Many thanks to Dr. Rae and maternity staff of St. Joseph's Hospital.

5 DEATHS

AMBLER—In Victoria on Monday, July 14, 1958, James Ambler, late of 969 Kelvin Rd. Born in Leeds, England, the late Mr. Ambler resided at Cochrane, Alta., for many years before retiring to Victoria seven years ago. He is survived by his loving wife, Louisa, at home; four daughters, Mrs. I. McKinnon, in Bowness, Alta.; Mrs. M. J. McKinnon, in Vedder Crossing, B.C.; Mrs. V. Harrod and Mrs. I. Patterson, both in Toronto, Ont.; also two brothers in England; and seven grandchildren. Mr. Ambler was a member of the South African Veterans of Calgary and the League of Roses Society in Victoria.
Pastor Douglas Kendell will conduct the funeral services in the Chaplin Funeral Chapel on Wednesday, July 16, at 1.30 p.m., to be followed by cremation.

ANDERSON—In Victoria on Sunday, July 13, 1958, Albertina Matilda Anderson of 2725 Musgrave St. She was born in Sweden and had been a resident of Victoria for the past 50 years. She leaves three daughters, Mrs. Ida M. Major, Mrs. Emily Kirk and Mrs. Hazel Sherratt, all of Victoria; two brothers; a sister; five grandchildren and eight great-grandchildren.
The Very Rev. Brian Whitlow will conduct the funeral services in the Christ Church Cathedral on Thursday, July 17, at 10.30 a.m., to be followed by interment in the Ross Bay Cemetery. Chaplin's Funeral Chapel in charge of arrangements.

COLE—On July 12, 1958, in Victoria, Lawrence DeVerne Cole, aged 50 years, of 309 Montreal Street, a resident here for 10 months, formerly of Vancouver. He leaves his wife Edith at home; a brother Charles in Brantford, Ont.; a brother Harold in Flint, Mich.; also a sister, Mrs. J. Goodman, in London, Ont. He was a member of F.O.E. No. 1, Vancouver, B.C.
Funeral services will be held in Christ Church Cathedral, Quadra St. at, on Wednesday, July 16, at 10.30 a.m., Rev. Canon R. E. H. Howell officiating. Interment in Royal Oak Burial Park, McCall Bros. Funeral Directors Ltd.

COTTON—In Victoria, B.C., on July 14, 1958, Ernest Llewellyn Cotton, aged 71; born in Devonshire, England, and a resident of Victoria for 27 years. Besides his wife, he leaves four daughters, Mrs. D. L. (Winifred) Paterson in Victoria, Mrs. T. (Sybil) Scoular, Victoria, and Mrs. Charles (Florence) Cuningham in New Brunswick and Mrs. A. S. (Ida) Pelland in Greenwood, N.S.; three sons, Francis D. Cotton in Duncan, B.C.; Michael and Lawrence J. Cotton in Victoria; nine grandchildren; also brothers and sisters in Devonshire, England.
Funeral service in Hayward's Chapel on Thursday, July 17, at 1.30 p.m., Rev. Canon George Biddle officiating. Interment in Royal Oak Burial Park. Supervised parking immediately adjoining chapel.

5 DEATHS

HALE—In Victoria on July 12, 1958, Helen Caroline Hale, aged 65 years, of 1275 Reynolds Road; born in London, England; resident here since 1937. She leaves her husband, Thomas Francis Hale, at the residence; a daughter, Mrs. C. M. (Doris Joan) Bates of Victoria; a son, Jack, in Lima, Ohio; five grandchildren; four sisters, Mrs. Ada Weston of Victoria; Mrs. L. Leaming of Minnedosa, Man.; Mrs. K. Christing of Winnipeg, Man. and Mrs. A. Russell of Sudbury, Ont.; also three brothers, Alfred Herbert of Victoria; Jack Herbert of Winnipeg, Man., and Tom Herbert of Melville, Sask.
Funeral services were held from McCall Bros.' Floral Funeral Chapel on Tuesday, July 15, at 1.30 p.m., Rev. H. J. Jones officiating. Interment in Royal Oak Burial Park.

HORROCKS—In Victoria, B.C., on July 13, 1958, James Horrocks, aged 86, of 130 Menzies Street; born in Stockport, Manchester, England.
Private service in Royal Oak Chapel on Wednesday, July 16. Cremation. Hayward's B.C. Funeral Co., directors.

MILLS—In Victoria, B.C., on July 13, 1958, Harry Vivian Mills, aged 78, of 1403 Ryan Street, beloved husband of Vivian Mills; born in Sussex, New Brunswick and a resident of this city for 48 years. He served four years overseas as lieutenant with the 1st Division, B.C. Pioneers and later was paymaster with the Railroad Engineers. Besides his wife, at home, survived by two brothers, Joseph C. Mills in Massachusetts and Jack in New Brunswick; two sisters, Mrs E. O. (Lillian) McIntyre of Pender Harbour, B.C., and Miss Caroline Mills, Pender Island, B.C.; also nieces and nephews.
The remains are entrusted to Hayward's Chapel. Funeral announcement later.

ROBERTSON—In Victoria on July 12, 1958, George Wallace Alston Robertson, aged 66 years, of 1308 Douglas Street; a resident here for the past 12 years. He leaves a sister, Mrs. A. K. Nightingale of Edmonton, Alta.; also a brother, Thomas, of Edmonton. The late Mr. Robertson was a member of the Army, Navy and Air Force Veterans' Association and served in the First World War with the 194th Battalion of Edmonton.
Funeral services from McCall Bros. Floral Funeral Chapel on Thursday, July 17, at 3.15 p.m. Rev. David Murphy officiating. Interment in Hatley Memorial Gardens.

SIMMONS — Suddenly, on July 12, 1958, at the residence, 949 Esquimalt Road, Roy Simmons, aged 46 years, a resident here for 19 years. He leaves his wife Thelma at home; his parents, Mr. and Mrs. R. L. Simmons, of White Rock, B.C.; a sister, Margaret McBride, of Vancouver; a brother, Norman, in California; uncles and aunts in Vancouver; also nieces and nephews. He was a member of Britannia Lodge No. 73, A.F. & A.M., United Commerical Travellers and Mizpah Court Amaranth No. 2.
Funeral services under Masonic auspices from McCall Bros. Floral Funeral Chapel on Wednesday, July 16, at 3.15 p.m., Rev. R. D. Johnston officiating. Interment in Hatley Memorial Gardens.

WOOD—In Victoria, B.C., on July 12, 1958, James Wood, aged 90, born in the Parish of Wilton, near Hawick, Scotland. Mr. Wood was in business here for 30 years, then moved to the Bench District at Cobble Hill, returning to Victoria 12 years ago. Survived by one daughter, Mrs. David Nicol (Hazel), with whom he resided, at 1944 Beach Drive; a daughter-in-law, Mrs. M. Wood, Seattle, Wash.; two granddaughters, Mrs. F. Busteed (Jessie), Seattle, and Mrs. T. Sturgess (Lea), Victoria.
Funeral services at Hayward's Chapel on Wednesday, July 16, at 3.30 p.m., Very Rev. Dr. J. L. W. McLean officiating. Interment in the family plot at Ross Bay Cemetery. Supervised parking immediately adjoining chapel.

8 CARD OF THANKS

Through illness and being confined to hospital I find it impossible for me, at this time, to personally acknowledge the many flowers, cards and messages of sympathy received. At present I take this medium to express my sincere thanks and appreciation to the Grand Master and officers of B.C., the Victoria Columbia No. 1 and Britannia No. 73 Lodge's officers, members A.F. & A.M., Court Victoria No. 8930 A.O.F., Victoria city council, Victoria fire department, Victoria Mutual Benefit Society, McCall Bros., honorary and active pallbearers, Dr. Stuart Kenning, internes and nurses of the Royal Jubilee Hospital, friends and neighbors for the many kind deeds and attention during my bereavement in the loss of my loving husband.—Mrs. Joseph A. Raymond.

Mrs. Barbara Kraeger and family wish to thank their relatives, friends and neighbors for all the messages of sympathy, beautiful floral tributes and helpful deeds received during their bereavement in the loss of a loving husband and father. Special thanks also to Dr. A. Gray and Dr. McKay, the nurses and staff of St. Joseph's Hospital, the Pro Patria Branch of the Canadian Legion, the pallbearers and Sands Funeral Home.

9 IN MEMORIAM

ASHTON—In loving memory of a devoted wife and mother, Mabel Grace Ashton, passed away July, 15, 1951.
And while she lies in peaceful sleep,
Her memory we shall always keep.
—Remembered always by her loving husband Charles and daughters.

McCULLOUGH—In memory of our beloved Dick, who passed away July 15, 1951.
What would I give to clasp his hand,
His happy face to see,
To hear his voice and see his smile
That meant so much to me.
—Sadly remembered by mother and sister Evelyn.

10 FUNERAL DIRECTORS

THOMSON
FUNERAL CHAPEL
Est. 1911 Formerly of Winnipeg
Dignified, Courteous Service at Moderate Cost
PRE-NEED — AT NEED —SHIPMENTS
1625 Quadra St. Phone 4-2612

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MORTUARY LIMITED
"MEMORIAL CHAPEL OF CHIMES"
VICTORIA B.C.
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A background of dependability to exactly the service you would choose
1400 VANCOUVER STREET
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INDEX TO WANT AD HEADINGS

Classification	No.	Classification	No.	Classification	No.
Acreage for Sale and Wanted	156	Flats and Apts. Wanted	130	Mortgage Loans	141
Announcements	14	Fuel	60	Personals	39
Auto Repairs and Service	103	Funerals	6	Professional Services	37
Births	1	Funeral Directors	10	Personal Loans	140
Boats and Marine	80	Garden Supplies	74	Pets	90
Business Personals	40	Halls Stores and Offices to Rent	137	Property Wanted	155
Business Opps.	145	Hotels	116	Property for Sale	154
Business Services	36	Housekeeping Rooms to Rent	125	Room and Board	120
Cards of Thanks	8	Housekeeping Rooms Wanted	126	Rooms to Rent	121
Cars for Sale	100	House to Rent, Furnished	132	Rooms Wanted	122
Cars and Trucks Wanted	107	Houses Wanted to Rent	134	Situations Wanted, Male	29
Coming Events	15	Houses for Sale	150	Situations Wanted, Female	30
Country Homes and Properties	151	In Memoriam	9	Vacation Guide and Summer Resorts	118
Cottages and Campsites	117	Listings Cancelled	148	Salesmen and Agents	22
Dancing	43	Listings Wanted	149	Swaps	84
Deaths	5	Lost and Found	20	Teachers Wanted	27
Education	42	Marriages	8	Timber	81
Engagements	9	Miscellaneous to Rent	138	Trucks and Trailers	101
Exchange Real Estate	147	Miscellaneous for Sale	82	Wanted Male Help	21
Farms for Sale and Wanted	158	Miscellaneous Wanted	83	Wanted Female Help	26
Flats and Apts. to Rent, Furnished	129	Monumental Works	11	Wanted to Borrow	142
Florists	12			Wanted to Buy, Houses	153
				Wanted to Rent, Miscellaneous	139

10 FUNERAL DIRECTORS

CHAPLIN'S FUNERAL CHAPEL
Kindness - Courtesy - Service
980 Quadra Street 4-5512

HAYWARD'S
B.C. FUNERAL CO. LTD.
ESTABLISHED 1867
734 BROUGHTON ST. 3-3614

11 MONUMENTAL

MORTIMER'S MONUMENTAL Works Ltd. 633 David St. Est. 1877. Monuments markers, curbings, bronze plaques, marble, granite and stone for fireplaces, building construction, etc. 3-6421.

VICTORIA MONUMENT LIMITED "Memorials of Distinction" 3091 DOUGLAS ST. 2-5834

STEWART MONUMENTAL WORKS Ltd. Monuments since 1896. 1403 May Street. 4-3452.

12 FLORISTS

ISLAND FLORIST
755 YATES ST. CREATORS OF DISTINCTIVE FLORAL ARRANGEMENTS FOR ALL OCCASIONS PHONE 3-6743 EVES 4-8721

BROWN'S THE FLORIST
FLOWERS FOR EVERY OCCASION
618 VIEW STREET
Phone 4-6612 4-8511; Night 4-3521

13 CEMETERIES AND BURIAL PARKS

Royal Oak Burial Park
MUNICIPALLY OWNED
Chapel for cremation services.
Special plots for cremated remains.
For particulars phone 9-3213.

14 ANNOUNCEMENTS

Shawnigan Beach Hotel
ACCOMMODATION AVAILABLE IN JULY
Give yourselves a real holiday at B.C.'s leading family resort especially for small children
Wonderful warm swimming, water skiing, boats, children's punts, tennis, mashie golf, Sherwood Forest, shuffleboard, ping pong, badminton. Free sports equipment. Entertainment program. Excellent meals.
$150
Gives 7 days of unforgettable vacation for a family of four.
Drive up over the new Malahat, turn left 4 miles at Mill Bay and let us show you around. Or phone collect ZENITH 6424 or write for free colored booklet.

Announcing!
GROWN HAIR
Tapered-Ending - Singed Left Long as Desired
FIRTH OF FORT
226 YARROW BLDG.
Hairdresser since 1900
LESS BUSY 3 to 5 P.M.
No Appointments

PLAYTIME CAMP
6179 LAKES RD. DUNCAN, V.I.
Approved camp for children to 16 Expert instruction in riding, waterskiing, swimming, diving, life-saving, archery, ceramics. Adult supervisors, lifeguards, first-aider always on duty. Dietition-planned meals. City plumbing. Lodge and tent accommodation. Superior clientele. Mrs. Geneva Pausche B.A., director.

HOLYROOD HOUSE
Luxurious accommodation for club meetings, weddings, receptions and conventions. Several halls and lounges available. Air conditioning. With or without catering. Inspection invited.
McBRIDE AVENUE PHONE 2-8833

WAR AMPUTATIONS MEMORIAL Hall, 1610 Oak Bay Ave.—New hall now available for meetings, wedding receptions, etc. Fully equipped kitchen. All on ground floor. Ample parking space. Inspection invited. Phone 5-3514, 9-5 daily.

COACH LINES MYSTERY TRIPS See different beauty spots each Wednesday. Stop for tea. Leave terminal 629 Broughton 1.30 p.m., return at 5. Adults $1.50, children 75c. It's fun! Phone 5-4411.

FRATERNAL ORDER EAGLES Brothers, Nominations for the position of Outside Guard will be held at our regular weekly meeting Wednesday, July 16, 1958. All members urged to attend. C. Sadler, secretary.

WALLY GRAY ANNOUNCES TOP cash prices for surplus household items in saleable condition in large or small amounts. Evening calls within Greater Victoria if required. Phone 2-1631 or 4-5389

HAVE FUN—WEDNESDAY! COACH Lines Mystery Trip leaves terminal 629 Broughton 1.30 p.m., returns at 5. Delightful afternoon trip, stop for tea. Adults $1.50, children 75c. Phone 5-4411.

DR. F. W. VAUGHAN ANNOUNCES the opening of offices at 2851 Foul Bay Road (corner of Allenby) for the purpose of General Practice.

VICTORIA AMATEUR BASEBALL Association Bingo, tonight, 8.30 p.m., at Naval Veterans, 1417 Broad St. Good prizes, all welcome.

SOL-SANTE NUDIST CLUB FOR information write Box 473, Victoria, or phone Cobble Hill 143-R-3 Saturday or Sunday mornings.

A BORROWED BOOK NEVER YET found its own way home.
THE HAUNTED BOOKSHOP
845 Fort Street 2-1427

VICTORIA SUNBATHING CLUB—All ages welcome. Details 4-3567.

15 COMING EVENTS

FRATERNAL ORDER OF EAGLES VICTORIA AERIE NO. 12
Giant Outdoor Bingo Game
ROYAL ATHLETIC PARK, 8 P.M.
July 21, 1958
Tickets on sale at Standard Furniture Store, Yates Street. Proceeds to Cancer Fund and other Eagle charities.
$10,000 IN PRIZES
Admission $2.00

LEAGUE OF ROSES (LANCS. Society) meet Thursday, July 17, 8 p.m., 805 Government Street. Entertainment and refreshments.

20 LOST and FOUND

STRAYED FROM COWPER AVE.—Smooth-haired terrier-type dog, white with black markings. Answers to name of "Barry." Please phone 3-2972 eves.

WEDNESDAY COACH LINES Mystery Trips. Destination unknown! Scenic trip, stop for tea. Leave Terminal 629 Broughton 1.30 p.m., return at 5. Adults $1.50, children 75c. Phone 5-4411.

LOST — MAN'S BEIGE TWEED sports jacket containing wallet, vicinity Sooke Flats. Urgently needed. Please phone days 9-4095, 8-1984 eves. after 5 p.m.

URGENTLY NEEDED. REWARD. Lost Saturday, Admirals - Burnside, beige patterned French purse. 3-6456 afternoons.

LOST—ON TUESDAY ON PORT, BETween Blanshard and Douglas, Lady's Bulova watch. Reward. 4-5163 after 5.30.

REWARD OFFERED
Lost — on Quadra at Hillside, waterworks key. Phone 9-4825 or 4-7111, Local 50.

$10 REWARD FOR FIELD GLASSES in leather case marked J. M. Lost in Empress, Christie, Alt Bay Rd., phone Sidney 72 X.

LOST — GENTLEMAN'S GOLD watch with silver chain, vicinity of Tourist Bureau, Government Street. 3-1283.

LOST, FRIDAY, LADY'S YELLOW-gold Wittnaur watch, in or near Mallek's. Finder please phone Sidney 312-X.

LOST, IN BEACON HILL PARK, lady's spectacles. Finder please phone 2-3820.

LOST—WILOWS BEACH, GIRL'S sandals and socks. Sunday afternoon. 2-4785.

LOST — PAIR OF SUN GLASSES in case, North Park Street to Athletic Park gate on Cook. 3-3126.

LOST — BOY'S BLACK STRAP watch on Graham between Hillside and Central Park. 4-8692.

LOST: RED AND WHITE PERSIAN cat, answers to Rusty, Lodge Avenue district. 4-6597.

LOST, PAIR OF GLASSES IN RED case. Phone 4-6062. Reward.

21 MALE HELP WANTED

GOVERNMENT OF BRITISH COLUMBIA
APPRENTICESHIP AND TRADESMEN'S QUALIFICATION BRANCH
Applications are invited from young men for enrollment in Pre-Apprenticeship trade classes which are to be held in Vancouver and which are intended to lead to apprenticeship in the following trades:

Trade	Starting Date	Length of Course
Bricklaying	Sept. 22	5 months
Boatbuilding	Sept. 22	9-11 mths
Carpentry	Oct. 6	5 months
Electrical	Sept. 15	5 months
Electronics	Sept. 15	10 months
Lathing	Sept. 22	5 months
Plastering	Sept. 22	5 months
Plumbing and Steamfitting	Sept. 22	5 months
Sheet Metal	Sept. 15	5 months
Structural Steel	Sept. 15	5 months

Applicants should preferably be from 17 to 19½ years old, have a good basic education and be physically able to engage in the trade. Selection of class from applicants will be made by the Trade Advisory Committee. After the first month an examination will be given. Students who fail will be required to withdraw from the class.
No charge will be made for tuition and a subsistence allowance will be given to help pay room and board which will be the responsibility of the student.
The amount of this allowance will be $40.00 per month for a student whose home is in the training city and $56.00 per month for a student whose home is outside of that area.
Application forms for enrollment may be obtained by writing to the Director of Apprenticeship, Department of Labor, 411 Dunsmuir St., Vancouver 3, B.C.
Please indicate the trade in which you are interested.

YOUNG MEN (18-30)
3 Managerial Trainees
To work in local branch of coast-to-coast chain organization. Permanent position with excellent opportunity and rapid advancement. $75 a week to start. For appointment call Mr. O'Brien, 5-6313 between 9 and 12 noon.

PROBABLE OPENING IN NEAR future for a young man with some technical knowledge of photographic equipment. Apply in confidence, National Employment Service, Order No. 1605.

PERSON REQUIRING SMALL home on edge of lake in return for caretaker duties at a scout camp located in the Sooke district. For interview phone 2-3915.

BOOKKEEPER - SALESMAN FOR local men's wear store. Apply Victoria Press, Box 1813.

WANTED—DRIVERS FOR 2 OR 3 days for late-model car. Victoria Press, Box 1815.

22 SALESMEN, AGENTS

WE ARE LOOKING FOR MEN seeking a future in an ever-expanding field with a sales organization for a nationally advertised product to cover Victoria area. To be considered for the position you must meet the following qualifications: Hard worker, dependable, bondable, preferably married. Own car asset but not necessary. If you meet the above requirements, please call at 615 Fort Street.

LONG-ESTABLISHED REAL ESTATE firm requires two active licensed salesmen. Top contract, good conditions, happy office. Call W. Bailey, Newstead Realty Ltd., 2-8117.

22 SALESMEN, AGENTS

WERE YOU BORN BETWEEN 1915 and 1930?
DO YOU HAVE AT LEAST MATRICULATION?
ARE YOU NOW MAKING BETWEEN $4000 and $5000?
A position is open on the sales staff of a large financial institution for a man answering the above description, who is seeking wider scope.
He will be carefully selected and thoroughly trained to do the job. He will be paid a salary during a minimum 2-year period of training, with an opportunity of qualifying for our Management Training Plan. He will be located in Victoria and not required to travel. Replies, which will be treated in strictest confidence, should be as complete as possible and include details of experience and activities over the past 5 years. Our staff knows of this vacancy. Write to Victoria Press, Box 158, or telephone tonight, 2-8189, between 7 and 9 p.m.

FAIRFIELD REALTY
335 Cook Street
Requires 2 licensed real estate salesmen with ability. We offer better-than-average commissions plus an opportunity to become a part owner in the company. No money required. Also your own office and facilities. Check this ad, you'll be glad you did. Call at office any time between 9 a.m. and 5 p.m.

25 MALE or FEMALE HELP WANTED

EXPERIENCED OPERATOR FOR BEAUTY PARLOUR
The Bay has openings for a fully qualified hair stylist and hair dresser.
Apply Personnel Office
Fourth Floor
HUDSON'S BAY COMPANY
VICTORIA, B.C.

WANTED, RELIABLE GIRL OR boy to help on dairy farm. Would consider an apprentice. Phone Duncan 999L3 after 7 p.m.

FULLY EXPERIENCED COOK FOR day shift. Must be clean worker. Apply, Net Loft Restaurant, 640 Montreal St.

EXPERIENCED COOK FOR PART-time work evenings. Apply The Net Loft Resturant, 640 Montreal.

26 FEMALE HELP WANTED

WANTED FOR PRIVATE HOSpital, middle-aged woman with nursing experience or willing to learn. Steady position. Must be single or widow. Victoria Press, Box 1814.

WANTED, GOOD WOMAN COOK, also experienced waitress. Apply Glenabbel Hotel in person only.

NURSE-RECEPTIONIST FOR DOCtor's office. Victoria Press, Box 1808.

26 FEMALE HELP WANTED

RETIRED WIDOWER WANTS housekeeper to look after him and bungalow in exchange for room, board and small salary. Must be clean, good cook. Phone 5-5137.

WANTED — EXPERIENCED SALESlady for high-class ladies' shoe store. Full time, steady employment. Apply stating experience, etc., to Victoria Press, Box 1804.

EXPERIENCED STENOGRAPHER. Minimum 100 words per minute shorthand 60 typing. State experience and salary required in writing to Victoria Press, Box 145.

WANTED, EXPERIENCED DRUG clerk, full time, good wages. Apply Clarke Rexall Drugs. Phone 19, Box 1208, Duncan.

STENO-TYPIST FOR 3 WEEKS IN real estate office. Must be neat in appearance, age 22-35. Apply 2-7277, 9 to 5 p.m. for interview.

HOUSEKEEPER REQUIRED FOR one month, starting immediately. Must be a good cook, live out. Fairfield district. 3-7679.

EXPERIENCED WAITRESS REquired immediately. Apply hostess, Douglas Hotel, morning.

EXPERIENCED WAITRESS, DAY shift. Closed Sunday. Apply Bon Cafe.

ACTIVE WOMAN TO WORK AT B.C. Protestant Orphanage. Must live in. 4-2611.

HOUSEKEEPER OR HOUSEkeeper companion for 1 adult, live in, good wages. Victoria Press, Box 1809.

HAIRDRESSER AND APPRENTICE wanted. Phone 5-2721.

27 TEACHERS WANTED

McBRIDE SCHOOL DISTRICT 57
Applications are invited to the following positions:
1. Senior Maths and Science, including PH 91
2. Senior English and French.
Applications from persons desirous of any other teaching combinations of above subjects will be welcomed and ability to teach Art or Music appreciated. Modern, well equipped High School, in a friendly community.
Salary schedule:
S.C., $3,900-$5,550
S.B., $4,200-$6,425
S.A., $4,500-$7,050
E.G., $2,900-$3,725
E.B., $3,200-$5,020
E.A., $3,400-$5,300
Teachers qualifying for High School positions with Elementary Certification paid on secondary scale.
RURAL—Vacancy Tete Jaune South School, new with teacherage; one-room situation suitable position for couple. Located on all-weather highway.
Kindly enclose copy of inspector's report with particulars to School Board Office, Box 250, McBride, B.C., or Inspector J. E. Beech, 523 Columbia Street, Kamloops, B.C.

27 TEACHERS WANTED

SCHOOL DISTRICT NO. 65 (COWICHAN)
Applications are invited for the following positions:
Principals required for two three-room elementary schools close to Duncan
COWICHAN JUNIOR-SENIOR HIGH SCHOOL, DUNCAN
General subjects in Junior High School grades.
G. E. BONNER JUNIOR-SENIOR HIGH SCHOOL, COBBLE HILL
Teacher of senior English (state other subjects).
DUNCAN ELEMENTARY SCHOOL
Teacher for "Slow Learners" class. Should have background of experience in teaching Grades 1-3. Please state any courses taken in this type of work.
A number of vacancies exist in elementary graded and ungraded schools.
Salary Schedule:
(EB) $2,965.00 to $4,725.00
(SC) $3,600.00 to $5,800.00
(SB) $3,950.00 to $6,350.00
(SA) $4,270.00 to $7,000.00
Elementary certificated teachers employed in high schools are placed on the S-C scale.
M.S.A. benefits—B.C.T.F. plan "A" in effect.
Applicants are requested to state type of certificate held, number of years' teaching experience, age, and enclose copy of latest inspector's report.
Address applications to G. F. Dyson, Secretary-Treasurer, School District No. 65 (Cowichan), Box 911, Duncan, B.C.

SCHOOL DISTRICT NO. 18 GOLDEN B.C.
We invite applications for the following teaching vacancies, commencing at new term, September, 1958:
GOLDEN: (A new 10-room school) Golden is situated in the heart of the Rockies. On main line of C.P.R., the junction of Highways No. 1 and No. 95. Fifty miles to Lake Louise and 90 miles to Banff.
Two teachers (Secondary) required to teach general subjects, Jr.-Sr. High.
FIELD: (15 miles from Lake Louise on main line of C.P.R.).
One teacher (intermediate grades) (furnished teacherage).
PARSON: (A new 4-room school on Highway No. 95, 45 miles from Radium Hot Springs).
One teacher required to teach English and Social Studies, Jr.-Sr. High.
Salary Schedule: (10 increments)
EC. $2,700-$3,500 SC. $3,650-$5,600
EB, $2,850-$4,600 SB, $3,950-$6,200
EA, $3,150-$5,050 SA, $4,250-$6,800
Applicant to state classification and experience, marital status and copy of latest Inspector's report, to Wm. G. Hart, Secretary-Treasurer, P.O. Box 190, Golden, B.C.

PRINCIPAL
For Campbell River Junior-Senior High School
Applicants must have administrative experience and excellent professional and personal qualifications. Well-staffed, modern and fully-equipped school, 30 teachers, 22 divisions. Principal's allowance $1,800 annually, three further increments, each of $200 beyond the maximum of the teachers' scale paid for each year's experience as a principal in the district. Applications to the Secretary-Treasurer, P.O. Box 3800, Campbell River, close July 19th. Applicants may be called for interview July 26-27.
District Superintendent of Schools W. D. Reid is at the Central Junior High School, Victoria, and can provide further information.

SCHOOL DISTRICT No. 72 (Campbell River)
CAMPBELL RIVER JUNIOR-SENIOR HIGH SCHOOL staff of 30: Senior English and social studies; junior general subjects.
ELEMENTARY vacancies: Campbell River—Grade IV; Sayward Superior—all grades.
Apply Secretary-Treasurer, Box 3800, Campbell River, District Superintendent of Schools W. D. Reid is at Central Junior High School, Victoria, can provide detailed information.

FULLY QUALIFIED NURSERY school teacher. Term commencing in September, mornings only. Reply stating age, qualifications, experience, etc., Victoria Press, Box 1808.

TEACHER FOR LATIN REQUIRED part time. Apply head mistress, Norfolk House School, 620 St. Charles.

29 SITUATIONS WANTED MALE

RUBBISH—JUNK—GRASS
Hauled away from your basement or yard.
LONG GRASS CUT
Reliable Service—2-9305. Anytime

TREE SERVICE — TREES AND stumps removed, topping and pruning. Tree and lawn spraying. Power poles supplied. For estimates call Lorne Elves, 3-6452 or 3-1805.

QUALFIED PLUMBER, CABINET maker will modernize your bathroom, kitchen. First-class work guaranteed by the hour or contract. Free estimates, 5-8813.

EXPERIENCED DUTCH GARDENer will clean and maintain your lawn and garden at a reasonable rate. 2-4536.

DANGEROUS TREES TOPPED, felled. Stumps pulled. Rubbish trucked. Tractor rockery service. 9-2376.

EXPERIENCED PAINTER, INterior, exterior. Low daily rates. 2-3203.

HOLIDAYS?
We cut your lawn, care for your garden. 3-7573.

INTERIOR - EXTERIOR PAINTING urgently required, nights, weekends. Low rates, References. 2-8316.

WANTED — GARDEN WORK OR clean-up job around Victoria. 57 day, Chow Gum, 507 Cormorant St.

OLD COUNTRY PAINTER, ALL paint work 5-7206 or 9-1836.

RUBBISH HAULED AWAY. BASEments cleaned. 4-6718 after 5.

LONG GRASS CUT, ROTOTILLING. 2-6979.

MINUTE CLEAN-UP SERVICE— 9-2885.

YOUNG MARRIED MAN NEEDS work of any kind 5-1080.

30 SITUATIONS WANTED FEMALE

ALL TYPES OF FLOORS EXPERTly cleaned, waxed and polished by machine. Homes our specialty. Gregg's. Established 1920. 4-5023.

WANTED, POSITION HOUSEkeeper-companion to one lady. Victoria Press, Box No. 1811.

HIGH SCHOOL GIRL WANTS BABYsitting, daily. 8-1939.

30 SITUATIONS WANTED FEMALE

RELIABLE JUNIOR HIGH SCHOOL girl would like to baby-sit. 3-8065.

16-YEAR-OLD GIRL DESIRES baby-sitting days. 2-7337.

TWO RELIABLE BABY-SITTERS Adults. 3-6159 and 3-1689.

36 BUSINESS SERVICES

ASPHALT

Blacktop Paving
NOW!
Is the Time
EASY TIME PAYMENTS
GUARANTEED WORK
FREE ESTIMATES
O.K. PAVING CO.
760 TOPAZ 3-1812

BRICKLAYERS

CHIMNEYS AND FIREPLACES built and repaired. Free estimates. 9-5722.

1st CLASS BRICK AND MASONRY work. Matt Knappmann. 5-7464 eve.

ALL TYPES OF MASONRY WORK H. A. (Sandy) Ormiston. 4-6777.

BRICK MASONRY WORK. FRED Curtis, 5-6933. Free estimates.

BULLDOZERS

CRANE SERVICE, REMOVAL OF rocks, stumps etc., land-clearing and log-loading. Phone after 6 p.m., 5-5654.

BULLDOZING AND CLEARING, road grading and back-filling. The right machine for every job. JOHN D. KISSINGER, JR. 3-8429 Days 2-3947 Nights

SOUTHWELL & HENSON. FREE estimates. 5-1132, 9-4294.

BULLDOZING BACKFILLING. Free estimates. Day or night. 4-9624.

DIGGER AND FRONT END LOADer. G. Paul, 2-5220.

CARPENTERS

BUILD, REPAIR ANYTHING. Alterations, finishing, cabinet work. Foundations levelled, jacked up, repaired. Hour or contract. 2-4544.

CARPENTER REPAIRS, ALTERations, gutters, stairs, tile and cement. H. Pisell, 2-8602.

NU-WAE BUILDERS, HOMES, alterations, repairs, cabinets a specialty. 5-9117 and save.

ACME DECORATORS. SMALL REpairs, stucco, plastering, etc. 3-8773.

IF IN NEED OF A GOOD CARpenter, at reasonable rates, 4-0769.

CARPETS AND LINOLEUM

HOURIGAN'S C

60 FUEL

Wood —Special— Wood
WELCOME NEWS TO VICTORIANS
BEST WOOD IN TOWN
Our plant has installed expensive modern machinery to take the drudgery out of wood (HARDLY ANY SPLITTING NECESSARY). Cut from dryland logs, trucked from Sooke. Wood is dry enough to burn and ready for basement. The wood is in stove length and is free from sawdust and waste. Guaranteed 100 per cent Douglas fir. It is mostly inside wood 2x6, 2x8, 2x8, 2x10, 2x12, with some bark slabs.
Only a limited quantity of this wood is available. Good for kitchen, heater, furnace and fireplace. So don't delay, phone your order in today.
2½ CORDS.....$12.00
3 CORDS.....$14.00
5 CORDS.....$23.00
6 CORDS.....$27.00
FIR SAWDUST
Double-screened, cut from Dry-land logs from Sooke
Guaranteed year-round supply
2 Units by Blower, $9.50
2 Units by Bulk.....$7.50
DRY SHAVINGS
2 UNITS $6.00
IMMEDIATE DELIVERY
DRY PLANER ENDS
1 CD. $7.00
O. K. FUEL
760 TOPAZ
DISTRIBUTORS FOR HIGHWAY and PLUMPER BAY SAWMILLS
We deliver in Sidney and Brentwood
PHONE DAY AND NIGHT
4-2452 — 5-1812

ATTENTION
On and after July 1st we will distribute all kindling and planer ends from British Columbia Forest Products mill. This wood is recognized as the highest quality wood fuel in Victoria.
KILN DRY KINDLING
$20.00 Per Cord — $14.00 1½ Cords
HEAVY PLANER ENDS
(Ideal for range or furnace)
$8.00 Per Cord — $12.00 1½ Cords
BONE DRY MILLWOOD
$15.00 1½ Cords
HARKNETT FUEL LTD.
4-2647, 4-9381 737 Pandora Ave

UP-ISLAND DRYLAND FIR WOOD SALE
FOR TWO WEEKS ONLY
No. 1 Douglas fir cuts, bark slabs mixed with inside blocks.
2½ cords $12.00
(Days 3-8884, eves 3-1979
Island Fuel Supply Co.

Fir Peeler Cores — 1½ cds., $18.00
Fir Peeler Ends — 1½ cds., $13.50
Fir Bush Wood — 1½ cds., $18.00
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⅜"x48"x24"	75c
⅜"x24"x32" S2S, sanded	$4.00
⅜"x18"x96"	$1.75
⅜"x18"x96"	$1.50
⅜"x11¼"x96"	$1.50
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61 BUILDING SUPPLIES

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The Gold-Plated Recession
Of the past year started out with dire predictions by some prophets of gloom but on looking around things haven't turned out so bad. Wages, prices of goods and real estate hasn't turned down. In fact if you took time to compare notes closely you will find land prices and selling prices of homes are both higher. Doesn't this indicate reason enough to secure and anchor your future in good real estate as an opportunity to maintain your equity in a rising market. Oddly enough, the price of lumber, plywood, and many other building materials are priced lower than a year ago. While we cannot take credit for this situation we would point out the opportune time to build or remodel. There are many good homes today where value can be increased with additions, extensions and renovations—there's many a roomy attic can be made useful with a dormer window. Remember for every $100 spent on home improvements you add $300 to your resale price.
Building Materials
Sure, only 40% of your completed cost and for home improvements you can buy on monthly budget terms. 2 years to pay.
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Upstairs these warm nights, wondering when the temperature will drop; well you can do something about it in 30% of present homes, there's insulation for every purpose—blanket-rolls or pour-ing type.

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1x8 Mill run Hemlock S/L	$63.50
2x4 Mill run Hemlock	$70.00
2x6 Utility Hemlock	$60.00
1x8 Mill run shiplap	$58.50
1x8 Utility Hemlock shiplap	$60.00
Tongue and groove, etc., all 8 ft.	$35.00

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Spend part of your holiday period painting around home. We can supply you a paint for every purpose—interior or exterior.
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T.V. with Lee.

Shirley Temple's 'Little Lame Prince' on Channel 4 at 8

By PHIL LEE, Times TV Editor

COMMENTS—From all sides the huzzahs flow for the CBC and the new micro-wave cable. They were driected, of course, for the Crown Corporation's coverage of Princess Margaret's visit to Victoria and also for the first-class coverage of the Davis Cup matches between Canada and the U.S. Indeed, with reference to the latter, it has been said that it was in every way superior to the live telecasts of the U.S. professional tennis round robin on the previous Sunday.

It is hoped that Thursday evening's Playhouse U.K. (Channel 2 at 8.30) will be superior to the maiden offering, "Sixty Minutes to Kill," last week. The acting by Valerie White and Victor Brooks was competent enough but the play itself left much to be desired. If this is an example of British TV theatre then no wonder the independent network with its American offerings has been so successful in its fight for audience over there.

* * *

THE CALGARY STAMPEDE came over the network nicely. But it is a difficult subject, I'm afeared. Although the chuckwagon races were exciting something was lost in the beginning when the viewer sensed he'd never be allowed to hang around long enough to find out who was the ultimate winner.

I don't know whether you picked it up or not but I thought the new program "Traffic Court" was an interesting show. Strange this, too, because it had nothing to offer but re-enacted courtroom dramas about the average U.S. citizens who have been picked up for various infractions of safe-driving rules.

And speaking about courtroom dramas I must confess that although I enjoyed "The Verdict Is Yours" last Thursday evening I felt rather miffed at the end. How dare they tell me to see next week's show to discover the jury's verdict on last week's! Who knows, I may be in the mood for the Cisco Kid or take off for a good movie.

No, they'll never win my admiration that way.

TV TEE-HEES

"I guess we had the TV too loud!"

Children's Corner

5.00: Stevie-O, 6, 2; Stan Boreson, 5; Ramar, 7; Popeye, 12.
5.10: Western movie, 12.
5.30: Two films, 2; Cartoon Circus, 6; Cartoons, 11; Liberace, 13; J. P. Patches, 7.
6.00: Film Souvenirs, 2; Sir Lancelot, 5; Magazine, 6; Western movie, 13.
6.30: Our Miss Brooks, 4; Mickey Mouse Club, 5; Popeye, 11; My Little Margie, 7.
7.00: Robin Hood, 2; Kit Carson, 5.
7.30: Cisco Kid, 11; 26 Men, 12; Erroll Flynn, 13.

Sport

6.30: Channel 6: News, sports roundup.
7.00: Channel 6: Keith MacKenzie's roundup.
8.00: Channel 13: Fishing at Westport.
10.00: Channel 13: Wrestling.
11.00: Channel 2: News, sports roundup.
11.40: Channel 2: Boxing.

Headliners

7.30
Channel 7: The new quiz game Keep Talking is expected to start tonight following last week's postponement.
8.00
Channels 6, 2: Come Fly With Me features Shane Rimmer and his films of the Brussels World's Fair.
Channel 4: Shirley Temple stars Rex Thompson and Lorne Greene in "The Little Lame Prince." It lasts an hour.
Channels 7, 12: To Tell the Truth.
8.30
Channel 5: Cheyenne repeat, "The Empty Gun," wherein Matt Reardon kills his mining partner but tries to give his ex-partner's wife a share of the mine.
Channel 7: Laraine Day stars in "Man in a Hurry." A wife is crushed by her husband's driving ambition.
9.00
Channels 6, 2: GM Theatre offers Charles Templeton's play, "Biography of a Crime."
Channel 4: Dotto quiz.
Channels 1, 12: Bert Park's "Bid 'n' Buy" game.
9.30
Channel 5: Wyatt Earp repeat, "Shoot to Kill."
Channel 12: Decoy tells about policewomen who take on many risks with their many disguises.
10.00
Channel 5: Broken Arrow repeat "Kingdom of Terror." Cochise and Tom Jeffords try to rescue a young Apache being held in Arizona.
Channel 7: In the Mr. Adams and Eve Comedy Eve and Howard decide to go their separate professional ways.
10.30
Channel 5: Pantomime quiz.
11.30
Channels 6, 2: Royal Visit Highlights.

Tonight's Movies

8.30: Channel 13: Ann Shirley and Roger Daniel in "Boy Slaves." About boys in a forced labor camp.
9.00: Channel 11: Walter Brennan and Walter Huston in "Swamp Water." A murderer hides in the swamps.
10.00: Channel 6: Richard Basehart and Scott Brady in "He Walked By Night." The LA police look for a killer.
10.30: Channel 11: Wallace Beery and Barbara Stanwyck in "Message to Garcia."
10.40: Channel 12: Edmund Lowe and Wendy Barrie in "The Witness Vanishes." A man is railroaded into an insane asylum.
11.05: Channel 13: Chester Morris and Lucille Ball in "Five Came Back." A plane crashes into the jungle.
12.00: Channel 5: Myrna Loy and William Powell in "Double Wedding."
2.00: Channel 13: "The Oracle."

Tonight's Programs

ALL TIMES ARE LOCAL — CHANNELS RESERVE RIGHT TO MAKE LAST-MINUTE CHANGES

Vancouver Channel 2 CBUT	KOMO-TV Seattle Channel 4	KING-TV Seattle Channel 5	CHEK-TV Victoria Channel 6
Menus, Almanac, Almanac, News	Movie Our Miss Brooks	Sir Lancelot Mickey Mouse	CHEK Magazine News, Sports
Robin Hood Adven. Search	News Kingdom of Sea	Kit Carson News	Sports Huddle Willy
Fly With Me Dragnet	Shirley Temple Shirley Temple	Success Story Cheyenne	Fly with Me Dragnet
CBC Theatre CBC Theatre	Dotto Bob Cumming	Cheyenne Wyatt Earp	CBC Theatre CBC Theatre
World Action Playhouse	Californians Viewpoint	Broken Arrow Pantomime Quiz	Movie Movie
News, Sport Royalty, Boxing	Deadline Jack Paar	Decoy World Today	News, Movie Royal Highlights
Boxing	Jack Paar News, Faith	Movie Movie	News Magazine

	KIRO-TV Seattle Channel 7	KTNT-TV Tacoma Channel 11	KVOS-TV Bellingham Channel 12	KTVW-TV Tacoma Channel 13
6.00	Patches, News Little Margie	Cartoons Popeye	Movie; News Name That Tune	Western Movie
6.30	News, Weather Keep Talking	News Cisco Kid	Topper 26 Men	Western Movie Errol Flynn
7.00	Tell the Truth Playhouse	Science-Fiction Secret Journal	Tell the Truth Whirlybirds	Fishing Movie
7.30	Bid 'n' Buy Robin Hood	Movies	Bid 'n' Buy Decoy	Movie
8.00	Adams and Eve Target	Movies	The Vise News, Movie	Movie
8.30	News, Weather Follow that Man	Movies	Movie	Wrestling
9.00	Charter Boat TV Theatre	Movies		Wrestling
9.30				Fishing, Movie
10.00				Movie
10.30				Movie
11.00				
11.30				
12.00				
12.30				

Early Wednesday Programs

Hobby, Rope Rin Tin Tin	Dough Re Mi Treasure Hunt	Cartoons Wunda Wunda		9.00	Love or Money J. P. Patches		Love or Money Trouble With
	Price is Right Truth, Conseq.	Telescope Telescope		9.30			Arthur Godfrey To be announced
	Tic Tac Dough Could Be You	Movie Movie		10.00	Arthur Godfrey Dotto		Love of Life Movie
	Lucky Partners Haggis Baggis	Movie Great Life		10.30			Movie
	Today is Ours These Roots	Movie Movie		11.00	Love of Life Search Light		Beat the Clock House Party
	Queen for Day Qu'n. Romances	Movie King's Kamera		11.30			F. Laine Your Verdict
	News, Quiz Cookbook Quiz	U.S. Bandstand Trust Wife?		12.00	Ray Milland World Turns	Farm News	Movie
	Capt. Puget Capt. Puget	U.S. Bandstand U.S. Bandstand		12.30			Movie
	Movie Movie	Stan Bureaun Stan Bureaun		1.00	Beat Clock House Party	Cartoons Movie	Movie
				1.30			Movie
				2.00	Big Payoff Your Verdict	Movie Movie	Movie
				2.30			Movie
				3.00	Day, Storm Edge of Night	News; Plays Movie	Movie
				3.30			Movie
				4.00	People, Places U.S. Legend	Movie Movie	Movie
				4.30			Movie
				5.00	West, Marshal J. P. Patches	Movie Cartoons	Movie
				5.30			Movie
Hobby, Rope Rin Tin Tin		Cartoons Wunda Wunda		9.00	Love or Money J. P. Patches		Love or Money Trouble With
				9.30			Arthur Godfrey To be announced
				10.00	Arthur Godfrey Dotto		Love of Life Movie
				10.30			Movie
				11.00	Love of Life Search Light		Beat the Clock House Party
				11.30			F. Laine Your Verdict
				12.00	Ray Milland World Turns	Farm News	Movie
				12.30			Movie
				1.00	Beat Clock House Party	Cartoons Movie	Movie
				1.30			Movie
				2.00	Big Payoff Your Verdict	Movie Movie	Movie
				2.30			Movie
				3.00	Day, Storm Edge of Night	News; Plays Movie	Movie
				3.30			Movie
				4.00	People, Places U.S. Legend	Movie Movie	Movie
				4.30			Movie
				5.00	West, Marshal J. P. Patches	Movie Cartoons	Movie
				5.30			Movie
CBUT Vancouver Channel 2	KOMO-TV Seattle Channel 4	KING-TV Seattle Channel 5	CHEK-TV Victoria Channel 6		KIRO-TV Seattle Channel 7	KTNT-TV Tacoma Channel 11	KVOS-TV Bellingham Channel 12	KTVW-TV Tacoma Channel 13

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5-piece kitchen chrome suite	$35.00
Beige Indian rug, 6x7	$19.50

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LOT 2:—
Bedroom suite; chesterfield and chair; coffee table; end table and lamp; Viking washer; studio lounge; crib; fridge and kitchen table. Lot complete $575.00
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Studio lounge (extra special expensive bedroom suite); coffee table (in dark wood); tri-light; Hollywood bed; unpainted chest; almost new chrome set. Lot complete $600.00
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66 BICYCLES and MOTORCYCLES

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Triumph, B.S.A., N.S.U., Scooters. ISETTA Cars.
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GUARANTEED RECONDITIONED bicycles from $26.75. Bicycle accessories and repairs a specialty at DAVE HOLDEN'S BICYCLE SHOP 1320 Government Phone 4-4722
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1946 HARLEY DAVIDSON 74, ALSO 1953 Ariel 500 twin. Top running order. Best offers. Suite 6, 868 Craigflower, after 5 p.m.
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HEAT, HOT WATER AND SMOOTH cooking are yours when you install a new Cyclos oil range. Clean, efficient service guaranteed. Terms and trades. Priced from $219.50 up, completely installed at
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80 BOATS and MARINE

NEW AND USED BOAT BARGAINS

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16' "Bell Boy" hardtop, including steering and upholstery. New price, $2,337. Sale price ... $1995

16' "Bell Boy" utility, including steering, remotes, windshield, and convertible top. Regular $1,298. Sale price ... $995

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PARTS IN STOCK
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REASONABLE
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British "Seagull" Outboards
"40 Plus" model ... $155.50
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Have $1,500 cash and modern cabin cruiser to trade in as down payment on revenue property. Do phone Mrs. Wellings at once. Northwestern Securities of Victoria Ltd. 5-6741, 24 hr telephone service.

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12' GRIFFIN-BUILT CLINKER, 1½ Lauson motor canvas cover and licensed trailer rigged with taillight and 2 spare tires. $250 complete. 712 Transit Road. Phone 4-2149.

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Lawn Boy factory appointed service. Parts Depot. Victoria Marine & Industrial Eng. 2007 Govt. St.

40' CABIN BOAT, COMPLETE. Very reasonable. 28' trojler, complete, reduced for quick sale. Foster's Shipyard, 419 Bay St., 3-0408.

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WANTED TO BUY—TIMBER, TIMberlands or fir or cedar logs. Atom Lumber Co., 210 Esquimalt Road. 2-6621, 2-2249, eves. 5-4574.

MY CLIENTS PAY CASH FOR timber or land suitable for tree farming. Frank G. Hamsford, R.C.R.F., 922 Fort. 3-2446, 2-9888.

82 MISCELLANEOUS for SALE

LUGGAGE and LEATHER GOODS REPAIRS
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We are prepared to repair or manufacture anything in leather goods in a professional manner. Estimates given free on all work.
JOHNSON LEATHER GOODS LTD.
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AMAZING! NEW SUNBEAM FLOOR CONDITIONER
IT WAXES, SCRUBS, BUFFS FLOORS AND CLEANS RUGS
$49.95
(Scrub brushes and rug attachments extra)
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SLIGHTLY MARRED BEN HUR FOOD FREEZERS—CANADA'S FINEST 15 CU. FT. FREEZER. GUARANTEED BY "GOOD HOUSEKEEPING"
REG. $402.95 — SAVE $110.00
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ALL HUMBER BREAKS LOOSE with the impact on the local scene with our new Home Freezers . . . We didn't used to bother with Freezers 'cause we were never really s-u-r-e which was the best . . . but now we know . . . if you need one, you need ours. Humber's Warehouse.

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Suitcase and Trunk Lock Repairs
All Types of Keys
Cut While You Wait
Guaranteed fit
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THERE'S A NEW 1958 HOME Freezer to fit your budget and storage needs at Humber's Warehouse. The finest in upright freezers also available . . . 14 cu. ft. or 18 cu. ft. . . . all with a "3-year food spoilage warranty."

ROTARY IRONER, CHESTERFIELD and dining suite, bedroom suite, frig. Bendix, automatic polisher, Hoover, elec. chiming clock, Sunbeam mixmaster, elec. bun warmer, pair dressing table lamps. 2-5568 eves.

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VIKING DUST MASTER VACUUM cleaner, complete with casters and attachments, excellent condition. 1 year old; Conlon electric ironer, large table model, good condition. 4-2164.

WE WANT 100 GOOD USED REfrigerators. If you are interested in a new fridge, see us for the highest trades in town. Kent's Ltd., 742 Fort. 3-7104.

HI-WAY 99c CHICKEN SPECIAL, pan or oven ready roasting or frying chicken and boiling fowl all at 89c each. Hi-Way Super Market, Colwood Corners. 8-2652.

NEW PEMBROKE BATH, CLOSE coupled toilet, wash basin, fittings. $130. Victoria Plumbing Co., 1805 Cook. 4-1353.

MOVING TO MAINLAND. COMplete household furnishings from 4 rooms including refrigerator and washing machine. 4-6346 after 4 p.m.

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6-CU.-FT. USED G.E. FRIDGE, $99.50. 9-cu.-ft Frigidaire fridge, crisper, etc., $179.95. Kent's Ltd., 742 Fort. 3-7104.

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TAKE OVER PAYMENTS: 16-CU. ft. chest freezer. Payments $18 a month. 1286 Pembroke Street.

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SAVE ON ALL HOME FREEZER supplies at Avonlea Meat Market, 1423 Douglas Street. Phone 4-9515.

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BEEF BY SIDE OR QUARTER. Hogs half or whole. Good for locker. Sell reasonably. 3-9005.

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FRIGIDAIRE 6 CU. FT., GOOD working order, price $50. Phone 4-6469 after 6 p.m.

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70-08 F.M. MAUSER, VALUE $150. Sell for $80. 4-8101.

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"HOME SHIELD"
A Real Good Quality
House PAINT
White and Colors
Gal. ... $4.95 Qts. ... $1.30
BAPCO PAINT SUPPLY
Free Delivery
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LAWN "SWING SPRAY"
With "Aqua Dial." Sprinkles 2,000 sq. ft. coverage. Rectangular area sprinking. Unconditionally guaranteed for 1 year. Reg. $9.50. SPECIAL
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USED APPLIANCE AND FURNITURE SHOWROOMS
Ranges, Washers, Radio-TV, Refrigerators, Furniture and Whitewood New Unpainted Furniture.
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THOR AUTOMATIC SQUARE TUB WASHER (Used)
$59.95
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See the model military tattoo on display in our window. Model service personnel, from $1.75 per box.
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"HERE COMES THE BRIDE" TO look at our "Stardust Group" . . . all the dreamy stuff you'll need to get started. $25 down. Bal. . . . easy at Humber's Warehouse.

RELAX IN COMFORT ON YOUR patio under a roof of Everlite corrugated sheet. Available in soft pleasing colors. Industrial Plastics, 580 Johnson. 4-5814.

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SELL MODERN 8-CU.-FT. COOLerator refrigerator in perfect condition, $150. No dealers. Phone after 6 p.m. 2-6328.

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LEAVING THE ISLAND. NUMBER of household items for sale. Refrigerator, automatic washer, fancy work pictures, desk, radio, etc. 9-4646.

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LEAVING CANADA, WILL SACRIfice 4-piece bedroom suite, also wooden kitchen suite with buffet. 2-5279.

YOU NEVER HEARD IT SO GOOD as this Westinghouse Hi-Fi and radio combination . . . walnut or blond . . . $169. Humber's Warehouse.

PAIR WHITE CANADIAN FOX furs, never worn, $60; 2 boys' blue jackets, 1 flannel, 1 serge, size 30 in., $5 each. Phone 5-6562.

THREE-PIECE BATHROOM SET. Cast iron, white enamel, $45. 5-5550.

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83 MISCELLANEOUS WANTED

WE BUY AND SELL CAMERAS, musical instruments, radios, etc. Give us a call; Island Trading, 1451 Government, 4-6354.

VICTORIA TRADING LTD., 576 Yates. We buy, sell, trade and appraise. Phone 3-8041.

GOOD BOOKS ALWAYS BOUGHT. HAUNTED BOOKSHOP, 843 Fort Street. Phone 3-1427.

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WANTED: TRICYCLE FOR 4-YEAR-old, good condition. 9-4231.

90 PETS

VICTORIA CITY KENNEL CLUB Parlor Dog Show at Drumadoon, July 26, 1.30 p.m. 4-5429 for information.

BANTAM CHICKS FOR CHILDren's pets, 50c. 4936 Old West Rd. 9-1908.

KITTENS, ALSO BLACK PERSIAN male cat require good homes, C.P.L., 4-9602, 4-6554, 10 to 3.

YOUNG BUDGIES, $2.98. Young tame mynahs, $45. Vista Variety, 1611 Douglas. 2-6731.

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91 CHICKS, POULTRY, HATCHING EGGS AND SUPPLIES

THREE TOULOUSE GEESE, ONE Chinese gander. Two Dulap Toulouse geese. 8-3629.

WANTED — LIVE FOWL AND roasters, top prices, weighed at your place. 8-1182 or 8-2663.

TOP-RATE PAY FOR LIVE POULtry. Victoria Poultry, 3-0952.

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JERSEY COW, 4 MONTHS FRESH, dammed by Golden Girl, Reg. 123155, sired by government insemination, Bellavista Basil Pennacle Gem. Take beef cow as part payment. 8-3294.

EASTERN WASHINGTON TIMothy and alfalfa hay; orders taken now for first cutting. Phone 9-3415.

FOR SALE—TWO GOOD YOUNG milking goats, reasonable. George Wilson, Happy Valley Road.

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ABERDEEN ANGUS BEEF, 22c lb. and live. Phone Sidney 498-X.

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FOUR ACRES OF HAY FREE FOR cutting and taking away. 7-3418.

VEAL CALF, 10 WEEKS OLD. 9-2915.

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BRITISH FORD SALES ARE BOOMING!
AS A RESULT OUR USED CAR LOT IS BULGING
BUY NOW AND SAVE
TRANSPORTATION SPECIALS
THIS WEEK ONLY

52 AUSTIN A40 ½-TON Pickup, motor overhauled ... $595
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46 BUICK Sedan, radio ... $295
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47 HUDSON Sedan ... $175
42 OLDSMOBILE Sedan ... $245
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EXCLUSIVE BRITISH FORD DEALER
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Inspected — Tested — Guaranteed
SMALL CARS

47 AUSTIN SEDAN. Well cared for ... $195
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— NO DOWN PAYMENT —
CREDIT TERMS AVAILABLE. FIRST PAYMENT IN SEPT. UP TO 24 MONTHS TO PAY. "Ah-Exclusive Telmac Service"

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48 Austin—56 Vanguard—55 Austin
50 Morris—51 Hillman—53 Austin
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Open until 9 p.m.

ONE OWNER 1953 FORD CUSTOMline, radio, heater, directional signals, new brakes and exhaust system. $950 or best offer. 5-4236.

'56 ZEPHYR SEDAN, ONE-OWNER car, low mileage—a car you'll be proud to own. Phone Hugh Molyneaux, 2-3467 or Plimley's, 3-9121.

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'48 DE SOTO 5-PASS. COUPE, radio, heater; tires, body as new. 4-6474.

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LLOYDWAGEN
GERMANY'S LEADING LIGHT CAR
AS HIGH AS 60 MPG
SEATS 4 ADULTS IN COMFORT
EXTRA LARGE LUGGAGE COMPARTMENT
COLUMN GEAR SHIFT
FRONT WHEEL DRIVE
AIR-COOLED MOTOR IN FRONT FOR SAFETY
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COMPLETE WITH HEATER DEFROSTER AND TURN SIGNALS
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OPPOSITE CURLING RINK
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NATIONAL MOTORS LOT No. 2
Tillicum at Craigflower

52 VANGUARD Sedan, H ... $495
54 NASH 4-Door Sedan, R. & H. pulmanized, A-1, as new ... $1645
51 METEOR 4-door, radio, heater. Special ... $595
54 MONARCH 4-Door Sedan, radio, heater, overdrive, A-1. Only ... $1795

30-DAY EXCHANGE
56 FORD ½-ton Pick-up heater A-1 ... $1495
55 PONTIAC 4-Door Sedan, A-1, covers ... $1695
WARRANTY IN WRITING
75 To Choose
Open Evenings
Trade Up—Trade Down
Cash For Clean Cars Trucks Too
5-7211
Lloyd Loiselle Fred Bergman

PLIMLEY'S
"Growing With B.C. Since 1893"

57 DODGE 4-Door Sedan, tutone, pushbutton automatic ... $2375
57 OLDSMOBILE "88" 4-Door Sedan, hydramatic, power steering, power brakes ... $3345
54 METEOR 4-Door Sedan, tutone, radio, heater ... $1295
54 DODGE 4-Door Sedan, custom fresh-air heater ... $1295
52 PLYMOUTH 4-Door Sedan, custom heater and seat covers ... $945
51 STUDEBAKER Champion Sedan ... $445
54 AUSTIN A-40 Somerset Sedan ... $895

PLIMLEY CAR CENTRE
1010 YATES
Phone 2-9121

NO DOWN PAYMENT
Our Original Service
ARTS CAR SALES
"The Home of No Down Payment"
Burnside at Harriet 3-8302

SACRIFICE SALE
If you really want a good buy in a family car call me and inquire about my 6-cylinder '47 Chrysler Windsor. 3-3734.

'48 PACKARD CONVERTIBLE, power top, windows, WW nylon tires; top condition. 9-2119, 4022 Zinnia.

1949 PICKUP, NO DOWN PAYment. Will take trades. 2-4183.

McDONALD MOTORS LTD.
DOUGLAS at BURNSIDE

53 MERCURY Sedan. Radio, spotlight ... $995
54 DODGE "Custom Royal." Immaculate condition ... $1695
NO DOWN PAYMENT
5-6313 PHONE 5-6312

100 CARS FOR SALE

Today's Best Buys!
Olson Motors' Centennial Sellout Jamboree
These cars look like new. All plainly price-tagged. No code prices. Locally recognized as Victoria's best buy!

57 PLYMOUTH Sedan, Top Flite V8 pushbutton drive, all de luxe equipped. Regular dealer price $2,795, OLSON'S ... $2595
57 CHEV Bel Air, beautiful 2-door model, custom extras and radio. Regular dealer price $2,395, OLSON'S ... $2195
57 PLYMOUTH Sedan, immaculate, custom equipped, de luxe car. Regular dealer price $2,695, OLSON'S ... $2495
57 CHEV Sedan, showroom condition, V8 de luxe, automatic. Regular dealer price $2,695, OLSON'S ... $2495
57 AUSTIN Sedan. Cannot be told from new. All custom extras. Regular dealer price $1,845, OLSON'S ... $1695
57 CHEV Hardtop. An outstanding vehicle, all de luxe, plus whitewalls. Regular dealer price $2,595, OLSON'S ... $2395

The above 1957 Cars Just $497 Down
Very Easy Terms
Trades Welcome

56 PLYMOUTH Club Sedan, a choice well equipped de luxe model, was $1,995. NOW ... $1795
56 DODGE Royal Sedan, sweptwing, power steering, power brakes, automatic radio. Real luxury. Was $2,695. NOW ... $2495
56 METEOR Sedan, immaculate, de luXe car, very smart, 2-tone, radio, extras. Was $1,995. NOW ... $1795
56 PLYMOUTH Sedan, pushbutton drive, fully equipped, V8 model in extra nice condition, radio. Was $2,295. NOW ... $2095
56 PLYMOUTH Sedan, far above average V8 power, full de luxe equipment. Was $2,095. NOW ... $1895
56 DODGE Royal, pushbutton drive, radio, many extras. An outstanding automobile. Was $2,495. NOW ... $2295

The above 1956 Cars Just $397 Down
Very Easy Terms
Trades Welcome

55 DODGE Sedan, well cared for, de luxe that guarantees satisfaction. Was $1,745. NOW ... $1545
55 FORD 2-door, famous Ford performance, extra clean car. Was $1,695. NOW ... $1495
55 PLYMOUTH Club Sedan. This de luxe has been extra well cared for. Was $1,695. NOW ... $1595
55 NASH Rambler. America's most popular small car. This one is extra nice. Was $1,695. NOW ... $1595
55 PLYMOUTH Sedan. You must inspect this value, radio, heater, extras. Was $1,495. NOW ... $1395

The above 1955 Cars Just $297 Down
Very Easy Terms
Trades Welcome

53 PONTIAC Sedan, automatic, radio, heater, extras. Outstanding value ... $1295
53 CHEV 2-door in excellent condition, radio, heater, de luxe, extras ... $1195
53 DODGE Sedan, very nice, de luxe model, dependable in every respect ... $1195
52 PLYMOUTH Sedan, well cared for, extra clean car ... $995
52 DE SOTO Sedan, automatic, radio, lots of extras, excellent throughout ... $1295
52 OLDS 98 Sedan, a terrific car, top performance, automatic, custom equipped ... $1395

All the above prices are for the week of July 14 to July 19
Olson Motors Ltd.
Wide Open Till 9.30 p.m.
Plymouth, Chrysler, Fargo trucks, Vanguard, Ensign and TR-3 English cars.
1036 Yates 4-1147

McDONALD MOTORS LTD.
DOUGLAS at BURNSIDE

53 MERCURY Sedan. Radio, spotlight ... $995
54 DODGE "Custom Royal." Immaculate condition ... $1695
NO DOWN PAYMENT
5-6313 PHONE 5-6312

100 CARS FOR SALE

MORRISON
WHEE! WOW!
WONDERFUL!
SAVE ON YOUR USED CAR HERE

54 NASH Metro, radio and heater ... $1095
52 CHEVROLET 2-Door, radio and heater ... $1095
52 FORD Station Wagon, radio and heater ... $1195
53 BUICK Sedan radio and heater ... $1395
52 BUICK Sedan, heater ... $1395
54 CHEVROLET, Bel Air Sedan, radio and heater ... $1495
55 CHEVROLET Sedan, heater ... $1695
53 OLDSMOBILE Sedan, Super, Hydramatic, radio and heater ... $1695
54 BUICK Sedan, Dynaflow, radio and heater ... $1795
51 CADILLAC Sedan, radio and heater ... $1695
56 CHEVROLET 2-door, heater ... $1795
55 CHEVROLET Sedan, 2-door, Powerglide, heater ... $1895

HERE'S VALUE PLUS!

48 STUDEBAKER Sedan, heater ... $395
50 VANGUARD Sedan, heater ... $245
47 PONTIAC Sedan, heater ... $295
49 METEOR Sedan, heater ... $695
49 OLDSMOBILE Sedan, Hydramatic, heater ... $695
54 MORRIS MINOR, heater ... $695
52 FORD 2-door Custom, radio and heater ... $895
52 CHEVROLET Sedan, heater ... $895

EASY TERMS, TOO
NO MONTHLY PAYMENTS UNTIL SEPTEMBER!

56 DODGE Sedan, heater ... $1995
56 CHEVROLET 2-door, heater ... $1995
56 METEOR 2-door heater ... $1895
57 CHEVROLET Sedan, heater ... $1995
57 PLYMOUTH 2-door, heater ... $2195
54 OLDSMOBILE Sedan, Hydramatic, radio and heater ... $2195

LOOK AT THESE BUY AND SAVE!

54 BUICK Sedan, Dynaflow, radio and heater ... $1795
56 PLYMOUTH Sedan, radio and heater ... $1995
54 OLDSMOBILE Sedan, Hydramatic, power steering, power brakes, radio and heater ... $1995
55 BUICK Century Sedan, Dynaflow, radio and heater ... $2295
55 OLDSMOBILE Sedan heater ... $2495
57 CHEVROLET Station Wagon 4-door V-8, radio and heater ... $2895
57 BUICK Hardtop Coupe, Century, heater ... $2595
56 OLDSMOBILE "98" Sedan Hydramatic, power steering, power brakes, radio and heater ... $3495

MANY MORE SPECIALS!

54 CADILLAC Fleetwood Sedan, power steering, power brakes, radio and heater ... $3495
57 OLDSMOBILE Sedan, Hydramatic, power steering, power brakes, heater ... $3695
57 BUICK Coupe Hardtop Century, heater ... $3595
56 OLDSMOBILE "98" Sedan, power steering, power brakes, Hydramatic, radio and heater ... $3495

USED TRUCKS

46 PARGO 1-Ton Pickup, heater ... $395
52 CHEVROLET ½-ton Pickup, heater ... $795
52 CHEVROLET Sedan Delivery ... $795

VICTORIA'S BUSIEST DEALER
MORRISON
Chevrolet - Oldsmobile LTD.
940 YATES 3-1108
Chev - Olds - Cadillac

MOONEY & SONS
760 TOLMIE, OFF DOUGLAS
BESIDE THE BRICKYARD

1952 Chevrolet Sedan
1941 Dodge Coupe
1957 Dodge Sedan
1954 Monarch Sedan
1951 Chevrolet Tudor Sedan
1953 Cadillac Sedan
1949 Chevrolet Coach
1947 Dodge Sedan
1949 Meteor Sedan
1941 Plymouth Coupe
1946 Pontiac Sedan
1949 Vanguard Sedan
1947 Oldsmobile Sedan
1953 Austin Sedan

TRUCKS
1951 Maple Leaf Dump
1950 Fargo Express
1955 GMC Cab and Chassis
1938 International Truck
1951 Mercury Dump
1946 Chevrolet ½-Ton Pickup
1946 Dodge Panel

Phone 3-6177 or 3-3027
OPEN EVENINGS

1954 MERCURY, LIKE NEW, FULLY power equipped. $1,550. 5-6137, 8:30 a.m.-5:30 p.m.

1955 CHEV. FOR DOOR. HEATER. $200 down. Will take any trade. 2-4183.

1948 CHEV SEDAN, RADIO, HEATer, new rubber, good running order; $250 or offer. 4-0346.

'52 OLDSMOBILE "98", POWER equipped, hardtop, automatic. 5-7455.

1949 DODGE SEDAN, $175 OR offer. Terms. 2-6035.

1934 FORD ROADSTER, LESS motor and transmission. Best offer. 3-3427.

100 CARS FOR SALE

Buyers' Market at EMPRESS MOTORS FIESTA SALE
185 Cars sold during our Fiesta Celebration
YOU, TOO
Can enjoy a better car NOW
CALL TODAY

55 CHEV Sedan, light blue ... $1495
54 CHEV De Luxe Sedan, light blue ... $1395
53 PONTIAC Laurentian Sedan, beige and brown ... $1395
53 PONTIAC De Luxe, radio Black with whitewalls ... $1395
54 METEOR De Luxe Sedan, light blue ... $1295
54 METEOR Coupe, radio red ... $1395
52 MERCURY Convertible, red ... $1495
53 NASH Sedan, Pulmanized ... $1095
53 STUDEBAKER 5-Pass Coupe, blue ... $995
52 CHEV De Luxe Sedan, radio, blue ... $995
50 PONTIAC De Luxe Sedan, grey, radio ... $795
52 PLYMOUTH De Luxe Sedan, blue ... $975
51 BUICK Special Sedan, blue ... $1095
51 BUICK Roadmaster Sedan, green ... $1095
53 FORD Sedan, beige ... $1195

A GOOD DEAL AND A GOOD DEAL MORE

55 PONTIAC Sedan, green ... $1795
54 CHRYSLER Hardtop, automatic, radio, power steering ... $1695
54 FORD Station Wagon, automatic, radio ... $1895
56 PLYMOUTH V8 Sedan, pushbutton drive ... $1995
57 CHEV Station Wagon, radio, blue ... $2250
56 PLYMOUTH Six Sedan, pushbutton drive, blue ... $1995
56 DODGE Six Sedan, pushbutton drive, red and white ... $1995
57 PONTIAC 2-Door Sedan, green ... $2295
57 CHEV De Luxe 2-Door, radio, blue ... $2345
55 BUICK Hardtop Coupe, automatic ... $2495
56 BUICK Sedan, automatic, radio, grey ... $2695
56 BUICK 4-Door Hardtop, automatic, power steering, power brakes, radio, black with whitewalls ... $2995
57 CHEV De Luxe Sedan, radio, grey ... $2095
57 PONTIAC Sedan, automatic, radio, blue and ivory ... $2495
57 PONTIAC 2-Door, automatic, radio, beige and brown ... $2395

30-DAY EXCHANGE GUARANTEES YOUR SATISFACTION
SMALL CAR TOP BUYS

50 AUSTIN Sedan. One of the best ... $425
51 AUSTIN Sedan. Installing new motor ... $495
51 HILLMAN Sedan, green ... $395
52 HILLMAN Sedan, top car ... $595
53 AUSTIN Sedan, blue ... $695
53 VAUXHALL Wyvern Sedan ... $995
55 VAUXHALL Velox Sedan, green ... $1495
56 VAUXHALL Velox Sedan, green ... $1795
55 ZEPHYR Sedan, two-tone blue and ivory ... $1495
56 ZEPHYR Sedan, blue ... $1595
50 VANGUARD Sedan, red ... $350
52 VANGUARD Sedan, green ... $595

Trade Now and Save AT EMPRESS MOTORS
900 FORT ST.
Phone 2-7121
Open Till 9 p.m.
Monday Through Friday

MIDTOWN AUTO SALES LTD.
949 YATES 3-2241
EARL WARSHOLM, EVES 3-6934
Norm Ware eves. 4-1412

57 MORGAN Sports Convertible ... $1595
48 BUICK Convertible ... $695
4 English Cars From $195 to $295
Several Others to Choose From
NO DOWN PAYMENT REQUIRED ON APPROVAL OF CREDIT

HI LO TRAILER SALES AND PARKS WILL DISPOSE OF 5 VEHICLES

1952 Buick $1,395, 1950 Chrysler $995, 1956 ½-ton Ford Pickup $1,295, 1957 ½-ton G.M.C. Pickup $1,895, 1947 Buick Convertible (messy condition) $225.
Easy Terms
VICTORIA SALES LOT
7 miles north on Highway No. 1

SPEC

AT NATIONAL MOTORS

JULY CLEARANCE SALE

Before You Buy Check Our Deal

75 TO CHOOSE

57 PLYMOUTH 4-Door Sedan. As new. 6 cyl. tutone paint. A1 condition $1995

56 PLYMOUTH Suburban Ranch Wagon, V-8, heater, A-1 ..... $2295

57 MONARCH 4-Door Lucerne Sedan, radio, heater automatic, power brakes, power steering. Only $3295

57 FONTIAC 2-Door Sedan, air cond, 6 cyl, low mileage. A1 ..... $2195

56 CHRYSLER Windsor Sedan, air cond, automatic trans A1 throughout $2995

55 OLDS 88 Hardtop, R. H. power steering, power windows Only $2195

55 MONARCH 4-Door, R. H. A1, A-1 ..... $2195

50-50 WARRANTY

30-DAY EXCHANGE

Service, Quality, Integrity

55 PONTIAC 4-Door Sedan, V-8 A-1 ..... $1695

55 CHEV Bel Air, R. H automatic $1895

55 METEOR 2-door, Heater, A-1 ..... $1745

54 FORD 4-Door Sedan H covers $1345

53 OLDS "88" 2-door Hardtop, R. H. AT, power brakes, power steering, A-1 ..... $1695

54 FORD 4-Door Sedan, radio, heater $1195

52 DODGE Suburban, Heater $1195

53 METEOR Sedan, radio, heater, overdrive, A-1 ..... $1295

54 MORRIS Minor 4-Door, Heater $795

53 VAUXHALL 6-cyl, heater, radio. Only $895

51 MONARCH Sedan, R. body man special. Only $395

47 DODGE Sedan, heater $295

6-Month Warranty

No Payments Till Late August

TRUCKS TOO

50 FORD ½-Ton Panel. Very good $595

50 FORD ½-ton Panel, heater $395

51 FORD 1-Ton Pickup, heater. Good $895

51 CHEV. 3-Ton Dump, box hoist $995

52 FORD ½-Ton Panel, H $795

53 HILLMAN Panel. Only $645

55 FORD ½-ton Pickup, A-1 ..... $1195

56 FORD Sedan Delivery, R, automatic. Only $1495

56 FORD ½-ton Pickup heater $1495

57 FORD Sedan Delivery, air cond, overdrive, tutone, A-1, 7,000 miles $2095

4-8178 4-8179

848 Yates

FORD-EDSEL

NATIONAL MOTORS

HORWOOD BROTHERS

810 Johnson St. 3-6113

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NOW ON DISPLAY

COME IN AND "TEST DRIVE" TODAY

58 ENSIGN Sedan, fully automatic Borg-Warner transmission. Only 400 miles as demonstration car. New car guarantee $2295

57 STANDARD "Companion" 4-door Station Wagon. Automatic clutch, heater, brand new car guarantee. $450 off new price $1495

54 METEOR Rideau Sedan. One owner. Very clean. New timing gears. New rubber $1245

52 BUICK Custom Sedan Dynaflow. New paint, new rubber. Excellent mechanical condition $1195

46 MERCURY Sedan. 2 owners. Heater, new rubber. Immaculate transportation $345

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BRITISH MOTORS LTD.

2643 Douglas St. 3-1263

Eves.: Trevor Woodruff, 4-2639.

1955 FORD SEDAN—ONE OWNER driven 20 000 miles. Will accept older car and give generous terms if required. Apply King Television, 756 Johnson. Evenings phone 4-3192.

LA SALLE CONVERTIBLE. MUST be sold, highest offer takes. 1189 Newport Ave. 5-8896.

JAMESON MOTORS LTD.

56	HILLMAN Sedan, low mileage	$1295
53	HILLMAN Sedan	$795
54	METROPOLITAN Hardtop, radio	$995
55	VAUXHALL Sedan	$1295
53	AUSTIN Sedan	$695
51	HILLMAN Station Wagon	$595
50	PLYMOUTH Sedan, radio	$595
56	METEOR Sedan, Two-Tone, radio	$1895
55	DODGE Sedan, special	$1395
54	NASH Sedan, Pullmanized, one owner, Statesman	$1595
51	CADILLAC Sedan, Model 62, very clean, automatic, radio	$1595
52	BUICK Convertible, manual shift. Windows, seats top, electrically operated	$1495

JAMESON MOTORS LTD.

740 Broughton St., Victoria B.C

Phone 4-8353

Night—Alec Hutcheson 7-3681 Len Lymbery, 7-1189

ESQUIMALT SERVICE

3-5651 ESQUIMALT RD 3-5651

If You Don't Buy 'Em We'll Bury 'Em

TRANSPORTATION SPECIALS

47	MERCURY Sedan, new clutch and rear end. All it needs is a polish job	$295
49	FORD Sedan, also tops mechanically	$495
56	CHEV Pickup, as new	$1395
50	OLDSMOBILE Hydramatic, radio, heater	$695

10% DOWN OR YOUR CAR ON A 24-MONTH CONTRACT

Large Selection

No Down Payment

Good Trades

QUALITY CAR SALES LTD.

BERNIE NICHOLLS

1030 YATES 5-4622

Open Evenings Till 9 p.m.

GLADWELL'S

"Spot Specials"

53 MONARCH 4-Door, automatic trans, very nice condition $1295

Victoria's Lowest Prices — Every Day —

Pandora at Quadra

QUADRA AUTO SALES

SPECIAL THIS WEEK

53 CHEV Bel Air Convertible, radio, air conditioner $1,495

837 YATES PHONE 2-9837

"HOLIDAY SPECIALS"

BILL CRABB APPRECIATES YOUR BUSINESS

MERCURY Pickup, new motor $395

54 CHEV Bel Air, AT, Hardtop, low mileage $1,550

52 PONTIAC Tudor, automatic good condition $950

54 HUDSON Jet Sedan, top shape, good economy $1,195

39 FORD 4-Door $375

30 MORE CARS

TRUCKS, TRAILERS

80 TO PICK FROM

665 Gorge Rd E 4-2166

TRANSPORTATION

41 PLYMOUTH Coupe $125

47 MERCURY, clean $295

48 PONTIAC, fleetline $295

THUNDERBIRD 2200 Douglas. 5-2044

1953 FORD CONVERTIBLE. A real honey. Blue metallic, new white top, 45,000 miles $200 down or accept trade. 2-4163

1953 BEL AIR SEDAN, RADIO, heater, automatic, tinted glass, 2-tone, one lady driver only, perfect condition, $1,250 cash. 7-2628.

1950 METEOR SEDAN, RADIO. Good condition. Suite 6, 866 Craigflower, after 5 p.m.

1946 CHEVROLET TORPEDO, REbuilt motor, extras. 2-9454 between 6 and 7.30 p.m.

1950 PLYMOUTH CUSTOM RADIO, heater; terms. 4-4223.

1937 FORD, RUNS GOOD, $45. Phone 3-9998.

1952 HILLMAN, GOOD CONDITION, $675. 2610 Beach Drive.

1935 PONTIAC, HEATER, GOOD tires and body, $85. 2-4615.

$95 — 1941 PLYMOUTH SEDAN, good runner. 5-2077 or 3-1809.

1930 PONTIAC, GOOD RUNNING order, $60. '58 plates. 5-6253.

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1946 FORD TUDOR FOR $165. 4-7968.

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Mobile homes—largest dealer on Vancouver Island. Who else can sell you a 35' long 10' wide mobile home with built-in Westinghouse laundry unit including extra equipment for $4,950? Written manufacturer's guarantee included. only $4,950 delivered to your lot or our trailer park. Where else can buy a 50'x10' wide 500 sq. ft. of home with laundry unit and dryer —11 cu. ft. fridge—30" colored range? Special price now prevails was $8,500 now $7,750.

Many others to choose from Units on display at Nanaimo and Courtenay. Mobile Home parks at Colwood, Langford, Nanaimo. Adults and new children section. Propane gas available at all times. Phone 8-2514 Victoria head office. Nanaimo 2957L1. Courtenay 954.

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7 miles north on Highway 1

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JUST ARRIVED!

3, 15' LEISUREHOME VACATION TRAILERS, ALL EQUIPPED WITH BRAKES. SPECIAL $1,495

47'x10' WIDE 3-BDRM LEISUREHOME, POPULAR "JACK 'N JILL" BEDROOM MODEL.

36' PRAIRIE SCHOONER.

32' ONE BEDROOM "TRAVELITE"

2301 DOUGLAS STRET PHONE EVES. 4-8456

Tri-Way Trailer Park

The finest space available for your mobile home. Spencer (formerly Florence Lake) Road, Langford $30 per month. Ph. 4-8791.

STROMBERG HYDRAULIC HOUSE and boat trailer brakes supplied and installed. Prices on request. Edwards' Welding Ltd., 737 Broughton Street. 4-4825.

TRAILERS MADE UP AL'S BAY and Dundas in Vic West. 3-8233.

HOLIDAY TRAILER, $500. PHONE 3-9098.

Your Car's "Heart" Is the "BATTERY"

For a strong sure start every time get an "ACME"

6-VOLT EXCHANGE $11.50

12-VOLT EXCHANGE $19.00

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RETREADING SPECIALISTS

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New—Used Tires, Auto Accessories Recap Specialists

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RECONDITIONED BATTERIES. 12V exchange $12. 6-volt exchange $8 Sandy's Auto Wrecking 1023 View St. 5-4478

'47 MORRIS 10 MOTOR, BODY rear axle, front spring, transmission, speedometer and cable, fuel pump, coil. 9-4624.

GOOD USED CAR AND TRUCK parts. David Auto Wreckers. 2-9879 526 David Street

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FOR SALE — PUSH-BUTTON CUSTOM car radio, A-1 shape, $35. 3-2960 eves.

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FAST, TOP-QUALITY RADIATOR repairs. Body work and painting at Morrison Chevrolet Oldsmobile Ltd. Yates at Quadra. Phone 3-7196.

EXPERT BODY WORK, TUNE-UP, alignment and brake repairs. Victoria Dodge-De Soto Ltd. 1061 Yates 4-3196

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CARS WANTED

Urgently wanted, all makes and models. Must be clean. Immediate cash. No haggling. Dominion Motors Ltd., 1314 Quadra. 5-5012.

SMALL CARS

Purchased for Cash or SOLD ON CONSIGNMENT

5%

TELMAC MOTORMARKET, 844 Fort

PHONE BEFORE SACRIFICING

MAYNARD'S AUCTIONEERS

Cash or Consignment

4-5921

LET US SELL YOUR CAR FOR you! Quick results at Thriftway Motors, Quadra at Pembroke. Phone 5-4845.

WILL TRADE 1950 CHEV DE luxe coach and cash for 1955 Chev. or Pontiac station wagon or sedan. 7-2226

CASH FOR CARS AT ART'S BARNSIDE AT HARRIET—3-8302.

YOU-DRIVE TRUCKS

Pickups, panels, 1- and 2-ton moving vans with ramp and rear doors, fridge dolly, flatdecks and dump trucks. Only personal driver's licence required.

TILDEN RENTS ALL

Types of Cars and Trucks

855 Douglas Street 3-2131

Ritz Hotel, 710 Fort St.

FURNISHED APARTMENTS AND ROOMS — 3-1021

Elevator Service Permanent Transient

GLEN COURT HOTEL

$8 a Week Up 707 Blanshard St. Phone 3-9080, 5-1045

Under New Management

ROYAL OLYMPIC HOTEL AND apartments, 642 Johnson. A few housekeeping suites available. Clean, comfortable. Act at once. Phone 4-1187.

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In city centre. Moderate rates. Transient and permanent guests, housekeeping rooms. TV in lounge. 724 Yates. Phone 4-0611.

THE GLENSHIEL, 606 DOUGLAS—A residential hotel providing every comfort for elderly people. 3-4164.

CHANDLER HOTEL, 723 Yates. City Centre, newly furnished throughout. Housekeeping rooms. 5-1629.

BEACH COTTAGE, CHERRY Point. 3 rms. Good enclosed sleeping veranda. Close to Witcuma Lodge where meals can be secured. $50 per mo. Pemberton, Holmes Ltd., 1002 Government St. Phone 4-8124.

FURNISHED COTTAGES, BRENTwood Bay waterfront. 4-4585 or 2-6436.

MODERN FURNISHED COTTAGE —Monthly. Keating 282. Saanichton

SINGLE ROOM FOR BUSINESS person, with good food. Opposite Park, few minutes walk city. Congenial surroundings. Gilbert House, 326 Douglas. 2-1703.

HILLSIDE-CEDARHILL, PRIVATE home, will give care to elderly gentleman, $150. Without nursing $100. 5-7678.

NICE GROUND FLOOR FRONT room. Board and kindly care, if needed, for elderly lady in private home. 3-9869, 1330 Stanley Ave.

NICE ROOM, GOOD BOARD, TV, home privileges, Cook St. Phone 3-6179.

DAILY OR WEEKLY

Luxurious rooms with bath, board optional. 3-2704.

ROOM AND BOARD FOR TWO IN comfortable country home, near airport. Mrs. E. Don, R.R. 2, Sidney.

SUNNYBROOK LODGE, MAPLE Bay Road, R.R. Duncan. Suitable older people. Phone Duncan 315.

BOARDING HOME CARE FOR elderly ladies and gentlemen Esquimalt Rest Home - Phone 5-6122

GORGE HAVEN REST HOME HAS vacancy for elderly lady. For further information phone 4-7714.

YOUNG MAN, AGE 24, DESIRES room and board in Oak Bay August 1st Victoria Press, Box 1788.

YOUNG BUSINESS WOMEN, EXcellent accommodation, very reasonable rates. 3-8188.

VACANCY, ROOM AND BOARD, all young men. TV. 5-4275.

ROOM AND BOARD FOR YOUNG man. 3-6100.

GOOD BOARD, LUNCHES PACKED, washing done, $70 month. 5-1546.

ROOM AND BOARD, YOUNG MAN: $16 weekly. 1120 McClure.

CRAIGMYLE, 1031 CRAIGDARroch Hot and cold water. 5-0031

ELDERLY LADY TO SHARE room, full board. 5-3210.

WORKING YOUNG MEN, CLOSE in, $65 month. TV. 4-6663.

$70, GOOD BOARD, TV. Near beach and bus. 3-8437.

OFF DOUGLAS ST. NEAR ST. Joseph's Hospital. 5-6092.

VACANCY FOR ROOM AND board, non-drinkers. 2311 Wark St.

VACANCY FOR YOUNG MAN, NEAR Parliament Buildings. 3-1020.

GOOD BOARD AND ROOM FOR working man. 3-6909.

ROOM AND BOARD, SUIT WORKing man. Central. 3-9274.

NEW LIVING QUARTERS WITHout charge located in community seven miles from Victoria to single neat appearing man in return for answering telephone THREE evenings a week and every second Sunday morning. Opportunity for small additional revenue. Not a switchboard. Telephone 3-3031, 9-12 a.m. 1-5 p.m.

BED-SITTING ROOM WITH KITchen privileges. Everything supplied. Business lady preferred. 2-6825 anytime Sunday, after 6 p.m. weekdays.

NICE CLEAN ROOM, SOUTH Fairfield, near waterfront, park, bus line, single or sharing, business or working men. 2-9533.

LARGE FURNISHED ROOM across from B.C. Forest. $30 month includes hot water. 3-4524.

LOVELY BED-SITTING ROOM, close in. Reasonable for two visitors. 2-5415. 1221 Richardson.

SLEEPING ROOM, HOTPLATE. ALL found. August 1. Employed person. Fairfield. 3-3787.

NICE SLEEPING ROOMS, NEAR C.P.R. Day or week. 3-9639.

WORKING MAN, SLEEPING RM. Close in. 2-8459.

RETIRED OR BUSINESS PERSON tourists. Central. Kitchen. 4-0475.

GENTLEMAN'S FURNISHED ROOM, also garage. 1030 St. Charles.

ROOM TO RENT, YOUNG WORKing man. $22 month. 5-7139.

TWO FURNISHED SLEEPING rooms, girls preferred. Phone 2-8095.

405 MICHIGAN. LARGE FURNished LHK room, light and heat (automatic oil) included, $32. Also small room for $22. Dickie & Co., 833 Fort. 2-4312.

TOURISTS' ROOMS WITH KITchenette, also sleeping rooms, close to sea and park, by day or week. 5-2221.

VISITORS! BY DAY OR WEEK. Furnished. 2 front-room suite; hot water. All found. Quiet people only. Bus stop, 1342 Pandora. 5-8218.

TWO FRONT ROOM SUITE, FURnished. Hot water. All found. Quiet people only. Bus stop, 1342 Pandora. 5-8218.

2 SINGLES, 2 DOUBLES, IN CITY centre, bright and clean. Serviced daily. Make it your home. Call 5-9222.

ROOM FOR ONE OR TWO, ALL found, two blocks from Naden on three bus lines. $30 month. Please phone 3-4361.

FIRWOOD LODGE, 905 COOK. Bed-sitting rooms, also sleeping rooms, all found; central. 3-3453.

BRIGHT 22X13 ROOM, WALK-IN closets; close to bus. Suit two, Falmouth, near Quadra. 4-9281.

BEACON HILL, CLEAN, BRIGHT 2-room furnished suite. Business couple or working lady. 3-4735.

FURNISHED HOUSEKEEPING room in Jubilee area, call at 1406 Elford St.

FAIRFIELD ALL YEAR COMFORT. Quiet. All found. Reasonable. 2-0847.

FRONT BED-SITTING ROOM, ALL found. Business lady. Hotplate. $22. 2-7203 evenings.

FURNISHED HOUSEKEEPing room. 866 Craigflower Rd. 2-4753.

SINGLE FURNISHED ROOM, CLOSE to Jubilee and bus. 1731 Fort Street.

FRONT ROOM, BEDDING, DISHES garage. Clean working man. 4-6742.

$6 WEEK — CEDAR HILL-DERBY, near bus, store. 5-1595.

ROOMS—NICE AREA, CLOSE IN; family welcome. Garages. 4-6754.

LIGHT HOUSEKEEPING ROOM for rent. 717 Pandora.

NICE ROOM, WITH SINK, ALL found. 1157 Johnson.

LARGE FRONT UNF. HOUSEkeeping room with kitchenette, close in. 5-1559.

VIKTOR APARTMENTS

2 De luxe bachelor suites with sunny balconies, one partly furnished, in modern, well-kept block. Smart kitchen with electric range and fridge. 4-piece bathroom with tiled shower. Hardwood floors. Automatic heat and laundry. Walking distance to town and park. TV connection. Adults $98, $85.50. 4-1400.

VIEW APARTMENT, 1046 VIEW St., 3 blocks from city centre. Available Aug. 1. One apartment, $62; one larger $69. Bright and cheerful. Phone 3-1052 or see caretaker.

MOUNT ROYAL APARTMENTS, Superior, Douglas, near park, walking distance town. Modern, large bachelor suite. Attractively furnished. Linen, china, silver. Garage available. Adults, $90. Apply Suite 7. Phone 2-1543.

CLEAN, PRIVATE, 3-ROOMS AND bath. No linen, dishes, or utensils. Good transportation, 1 mile from city hall. Adults, $55 and $75. Phone 5-2756.

TWIN CEDARS, 1289 NEWPORT, near Oak Bay beach, bus, links, shopping. Suites daily or weekly. Reservations. 5-5411.

HILLSIDE DISTRICT

Suite for rent $45. 2 rooms and bath. Vacant. Phone 4-9305. Financial Survey Limited.

FAIRFIELD — BRIGHT THREEroom suite, close in. Private bath, refrigerator, stove, bus stop. Heat, hot water. Adults, $58. 4-3327.

NEWLY DECORATED SELF-CONtained three-room suite. Private entrance. 2380 Foul Bay. 2-3916.

MODERN, LARGE, 3-ROOM SUITE. Garage. Adults, $80. 4-0220.

2 ROOMS AND PRIVATE BATHroom. Light, water and fuel supplied. No children. 3-4817.

CLEAN THREE ROOMS, REFRIGerator, washer, heat. 1070 Davie. 2-7208.

LARGE FRONT 2-ROOM SUITE—Fuel and light supplied, $47 month. Hillside district. 5-3522.

THREE-ROOM FURNISHED apart. self contained, central; $65 per month. 2-5462, 3-5831.

SELF-CONTAINED BACHELOR suite. Close in. Semi-furnished. 4-4124.

SMALL, ATTRACTIVE THREErooms and bath, private entrance. 114 Ontario. 3-5371.

THREE-ROOM SELF-CONTAINED suite, vacant July 31. 1610 Belmont Ave. 5-5078.

OWN ENTRANCE, 3 RMS, ELECtric kitchen, hot water, $85 and $90. Adults. 1270 Yates, No. 9.

UPPER 3-ROOM SUITE, ADULTS. $50. 4-5823.

3-ROOM SUITE, PRIVATE BATH. One child welcome. Phone 5-1450.

2-ROOM SUITE, $50. 402 CHESTER between 6-8 p.m.

CLOSE IN, 2-ROOM SUITE, RENT $35. 820 Balmoral.

ESQUIMALT, 2 LARGE ROOMS, electricity, $45 month 3-5573.

160. MODERN, FURNISHED suite. Adults. 1306 Yates St., Ste. 5.

GRAND HOME BUYS

In the classified section today! Whatever your home needs fill it by reading the classified ads

OAK BAY

Unobstructed views. Upper duplex, well heated. Large LR, kitchenette, bedroom, den and bathroom. Available Aug. 15. Rent $95 to responsible adults.

WALKING DISTANCE

Spacious 2-bedroom suite, well heated. Rent $65 per month.

ROCKLAND AREA

Spacious main-floor 2-bedroom suite. Large living room with hardwood floors and fireplace, kitchen and bathroom. Well heated. Rent $125 per month.

BACHELOR SUITE

Fairfield—Modern; elec stove and frig, locker space and refrig. Rent $70 per month.

APPLY

A. BERNARD & CO. LTD.

629 Fort St. Phone 4-9335

Evening 2-1218

OAK BAY

EXCEPTIONALLY NICE

TWO-BEDROOM SUITE

Well-appointed modern building, through hall, large living room, fireplace. Youngstown kitchen, colored stove and fridge, also colored bathroom fixtures, television connection, new automatic laundry and garage. Well heated and plenty of hot water. Adults only. (No extra charges). Rent $105.00.

ONE-BEDROOM SUITE

Same appointments as the above. A really nice suite at $90.00.

4-6888

BRAND NEW OAK BAY

OPENING AUGUST 1st

DELUXE 1- and 2-BEDROOM SUITES

ELEC. RANGES & REFRIGERATORS

MAHOGANY PLASTIC KITCHENS

AUTOMATIC LAUNDRY

TV AERIAL

$105—$120

BROWN BROS AGENCIES LTD.

1125 Blanshard St. 5-8771

AVAILABLE NOW—UPSTAIRS DUplex, self-contained, 3 bedrooms, living room, kitchen, utility room, gas stove, Oil-O-Matic heat and hot water supplied. Children accepted. 460 Superior. 3-2505.

2 ONE-BEDROOM SUITES AVAILable August 1st. Both have HW heat, elec stoves and frigs. Alexander Apts., 791 Pandora. See Caretaker, suite 402, or Carmichael & Co., 1239 Broad Street. 4-7341.

FERNWOOD AREA—LARGE FOURroom modern suite. Rent $75 per month and available immediately. Heat and hot water supplied. Kitchen with fridge and gas stove. Hagar & Swayne Ltd. 4-0631.

NEWLY DECORATED MODERN 3-room suite with utility, separate front and rear entrances, Oil-O-Matic hot-water heat included, new gas range, $70. 2580 Prior St., corner of Kings. Phone 4-7798 after 6 p.m., and all day Thursday.

TUDOR APARTMENTS, DE LUXE 1-bedroom suite on 1st floor, front; electric refrigerator and stove, wired for all channels TV; close to park and shopping centre; $90. Phone 3-8385.

DUPLEX, UPPER SUITE, 2 BEDrooms, living room with fireplace, dining room and kitchenette, 3-piece bathroom, gas stove and refrigerator. Available Aug. 1. 1645 Oak Bay Ave. Phone 3-5367.

SUITE FOR RENT. ONE LARGE room, kitchen and bathroom. Downtown location. Tenant supplies own heat. Possession now. Rent $33 per month. Reply to Suite 203, 1119 Government Street or phone 2-6801.

MODERN THREE-ROOM GROUNDfloor apartment, own entrance, electric stove and refrigerator; 3 blocks city centre. No children. Rent $85. Phone 4-1061, 1008 Johnson Street.

AVAILABLE IMMEDIATELY — Duplex, 3 blocks city centre. Front half suitable for family with children, $60; back 2 rooms, $35. Phone 3-1052 or 1042 View St.

QUADRA APARTMENTS, 855 FORT Street. Bachelor suite, two rooms, gas range, oil heat, $47.50 month. P. R. BROWN & SONS LTD. 1112 Broad Street Phone 5-3435

AVAILABLE AUG. 1 — 3-ROOM apartment with bath, refrigerator, gas range, $58 per month, all included. Make it your home. Call 5-9222.

ATTRACTIVE 2-BEDROOM apartment with view of Gorge, electric stove and refrigerator. Adults only. 992 Gorge Road West. 3-2558.

WESTCHESTER APARTMENTS — 3-room suite, electric stove and fridge, automatic washing and drying facilities. Rent $77.50 per month. 2-4862.

BACHELOR SUITE

Walking distance. Electric stove. Hot and cold water. Good district. Now vacant. $45. Phone 4-9305. Financial Survey Ltd.

OAK BAY — SUPERIOR MODERN 2-bedroom apartment with unparalleled marine view; adults only; rent $135. Swinerton & Co. Ltd., 3-7181, or evenings, 4-1629.

QUADRA DISTRICT

Bachelor suite, nicely furnished. Oil-O-Matic heat. Good district. Vacant. Rent $60. Financial Survey Ltd. 4-9305.

1-BEDROOM APARTMENT. HARO Apartments, 1400 Beach Drive. Available immediately. Phone Canada Trust Co., 2-8111.

ROCKLAND AVENUE, UPPER suite, newly decorated throughout, in 4-suite building. Now vacant. Adults only. Rent $65. Phone 9-4009

NEAR SEA PARK, BUS UPPER duplex, August 1. 4 rooms, gas stove, refrigerator, $80. Adults. 2-6689.

THREE-ROOM SELF-CONTAINED suite. No children. 550 Simcoe St. Rent $32 per month. Apply 556 Simcoe St.

AVAILABLE JULY 15 OR AUGUST 1. 3-roomed ground-floor suite, near Park. Glengarry Apartments, 240 Cook St. Phone 4-8614.

SEMI-FURNISHED UPPER SUITE, near Jubilee, 3 rooms, bath, self contained (children), $60. 1909 Birch Street.

AUG. 1—3-ROOM SELF-CONTAINed apartment, nice Fairfield Linden location, suit one gentleman, $57.50. 3-7968.

BRIGHT, CLEAN, GROUND floor, two-room suite, suit couple. 3-2636.

SEA VIEW: NICE LARGE 2-ROOM suite. Automatic, hot water heating. $55 month. 540 Dallas Road.

GROUND, 2 BEDRMS, MODERN, ige LR, auto kit, 4-pce bath, HW heat, TV, laundry. 2-6333.

ATTRACTIVE, NEW UPPER SUITE, 3 large rooms. Electric stove and frig. Hot-water heat, $80. 4-0438.

3-ROOM S.C. DUPLEX, IMMEDIATE possession: James Bay. Western Homes Ltd. 2-2157, days only.

THREE-ROOM, UPPER, SELF-CONtained suite; gas range, heat and water supplied; Esquimalt, $60. 3-5330.

SELF-CONTAINED SUITE, CLOSE in. No children. 3-0257 or 2-3829.

SUITE IN MODERN APARTMENT, near St. Joseph's. Adults, 2-8777.

SEACREST, 2-BEDROOM SUITES. Sea view. Adults. 3-3081.

3-ROOM SELF-CONTAINED SUITE, $45. Adults. Phone 4-6565.

3-ROOM SELF-CONTAINED SUITE, $45. Adults. Phone 4-6565.

TWO-ROOM SUITE, UNFURNished, 743 Market.

SELF-CONTAINED 3-ROOM SUITE, $65. 1093 Foul Bay.

OAK BAY, SELF-CONTAINED ONEbedroom suite, $72.50. 4-7257.

CLEAN 3-ROOM SUITE, YOUNG couple preferred, $50. 1258 Balmoral.

COMFORTABLE 3-ROOM SUITE, 1 child, $60. 5-5977.

3 ROOMS, PRIVATE BATH, KITchenette, newly decorated. 5-5489.

FOR RENT—UPPER SUITE, $50 per month. 389 Ker Ave.

THREE-ROOM SUITE AND BATHroom. 207 Burnside Road West.

THREE-ROOM SELF-CONTAINED suite, ground floor. Gas stove. 5-8307

2-ROOM SUITE, GROUND FLOOR, walking distance. $30. Phone 4-5655.

GROUND-FLOOR, THREE-ROOM suite, $67.50. 1135 Rockland. 4-3861.

2 LARGE ROOMS, LIVING ROOM and kitchen, 6 Alma Place.

MARINE OAKS, Beach Drive—Deluxe 2-bedroom suite, top floor, $150.

PACIFIC SHORES — Spacious two-bedroom suite, top floor. Vacant. $110.

QUESNEL, Jubilee area — Bachelor suite, $60.

LUXOR MANOR, Fairfield, walking distance—1-bedroom suite, $95.

MANOR ROAD—De luxe 2-bedroom suite, ground floor, elec range and fridge, $85.

BROWN BROS. AGENCIES LTD. 1125 Blanshard St. 5-8771

SMALL FURNISHED APARTMENT. Oak Bay district preferred. One lady. Victoria Press, Box 2810.

NEW, MODERN 3-ROOM, FURNISHed home, lease to suitable tenants. Phone 8-2604 after 5.30 p.m.

FURNISHED COTTAGES. COLwood Motor Court. 8-1833.

MONTREAL TRUST COMPANY

1111 Government St.

2-5135

For rent, immediate possession, a nice, two-bedroom duplex, shiny, clean bathroom, nice living room, modern kitchen with oil range, full basement, new hot-air furnace and drive-in garage. Rent $85.00.

DISTINCTIVE UPPER DUPLEX. St. Charles Street. Living room, dining room, bed-dressing room, etc., in gracious and quiet surroundings. Available immediately at $135.00 per month. Heisterman and Company, 1121 Blanshard St., phone 3-4161.

RICHARDSON ST. — MODERN side-by-side duplex, two bedrooms, electric range, oil automatic heating. TV aerial, garage in basement. 1st August, $90.00 per month. The B.C. Land & Investment Agency, Ltd., 922 Government St., 4-4115.

3172 DAVIN STREET, N.E. FROM Maddock. Five-room bungalow. Full basement, CW furnace and CW range. Available anytime on seven-days' notice. Rent $75 month.

P. R. BROWN & SONS LTD. 1112 Broad St. Phone 5-3435

JUBILEE AREA, UPPER DUPLEX, 5 spacious rooms, coal and wood furnace. Adults, $65. Brown Bros. Agencies Ltd., 1125 Blanshard St., 5-8771

QUIET WATERFRONT LOCATION with splendid view, 5-room suite in duplex. No children. $125 per month, incl. services. Phone Johnston & Co., 5-2471.

203 MONTREAL

Side-by-side duplex, 4 rooms, electric range, coal and wood combination, $70. July 16. Dickie & Co., 833 Fort. 2-4312.

480 GARBALLY ROAD. DUPLEX, up and down. 4 rooms each. Lower $60 month, oil stove; upper, $45 month. 5-5281, 5-6 p.m.

OAK BAY, TWO BEDROOM upper duplex, oil heat, oil range, frig, TV outlet, $60. Garage. 2-0013.

MODERN RANCH-STYLE TWObedroom home. Automatic oil heat, electric stove. Available August 1. $125. 5-3221. Children welcome.

WILL RENT, $115

OR SELL — $700 DOWN

3-year-old, 1,110 sq. ft., 3-bedroom home. Phone 5-5504.

LOWER FOUR-ROOM SUITE IN duplex. Gas range, hot water and heat supplied. Gorge district. Adults only. 5-6646.

ENTIRE MAIN FLOOR OF SMALL modern bungalow. Available 15th, $85, all inclusive. Careful tenants. 2-5677.

ONE UNIT SIDE-BY-SIDE, 4-ROOM duplex. Automatic oil furnace, garage. Vacant Aug. 15. $90. 5-1514.

FAMILY HOME TO RENT, 1100 Tolmie Avenue. Open house afternoon and evening.

FOUR ROOMS AND BATH, JAMES Bay district; available July 20. Rent $47.50. 5-5618.

SMALL COTTAGE, 2 BEDROOMS, oil range, Langford, $60. Phone 4-3750.

2-BEDRM BUNG. IN ESQUIMALT, $90 month. Electric heating; references, Victoria Press Box 149.

ESQUIMALT—3 ROOMS, $40. IMmediate possession. 798B Fairview Rd. 2-3900.

FOR 2-YEAR LEASE, 4-BEDROOM home, $85. Phone 9-3860.

VACANT, DUPLEX, SIX ROOMS. Central. 2-7529.

WANTED — THREE-BEDROOM house near bus line, unfurnished. Victoria Press, Box 161.

WANTED, AUG. 15—UNFURNISHED, modern, 3-bedrm house, oil heat. Rent to $100 mo. 2 adults, 1 child. Victoria Press, Box 159.

COLLEGE PROFESSOR REQUIRES 3-bedroom home before end August. Local references. (Will consider option to buy.) 5-4143.

WARM, UNFURNISHED HOUSE, with option to buy, by Christian couple, September 1. Victoria Press, Box 1743.

URGENT, UNFURNISHED HOUSE by army couple, three children. Arriving from the east August 15. 5-7170.

LANDLORDS, WE SEND YOU tenants free. Rentals Unltd. 2-3544.

2-BEDROOM HOUSE WANTED. Phone 5-2721 or 5-4118.

NEW OFFICE. Architect-designed suite of offices to suit your particular requirements. Suitable for medical or business use. 650 square feet. Pleasant outlook.

OAK BAY—Close to municipal hall. Partitioned store, suitable for professional or business use. $50 per month. Available Sept. 1.

ARENA-WAY—New building of 4,800 square feet. Offices, showroom, and drive-in warehouse.

VANCOUVER STREET—Store and office, ideal for auto trade. $82.50.

THE RO

150 HOUSES FOR SALE

F. N. Cabeldu

1212 Broad Street 3-7174
(Member Multiple Listing Bureau)

UNUSUAL SMALL ESTATE

Within 2½-mile circle among other nice properties just a few steps from excellent bus service. SEVENTENTHS OF AN ACRE of surrounding lawn, Rock Garden, ORCHARD and kitchen garden, which could require only a MINIMUM OF CARE or be developed as much as you desired. The charming architect-designed home has EXCEPTIONAL CHARACTER AND APPEARANCE and is in excellent condition, with 6 rooms, bsmt. Auto oil hot water heat. Reasonably priced $16,800
Call Mr. Cleary 3-7174, eves. 4-2505

SAANICH -NEW- $9350 TERMS

Just completed and ready for occupancy. 2 bedrooms, better than average in size, bright cabinet kitchen with ample dining space, attractive living room, 4-piece bath. Oak floors, utility room, automatic oil heat. Carport. This little house is a pleasure to show. Call me anytime. Mrs. Strodyk, 3-7174. Res. 2-4653.

SEA VIEW AND SECLUSION

Tudor style, designed and built by a well-known Victoria architect, this house consists of entrance and through hall, large living room with fireplace and picture window, separate dining room, kitchen, two twin-sized bedrooms and bathroom. The stairs are in such an unfinished attic where there is space for two more bedrooms, and where plumbing is roughed in for a bathroom and hot water radiators. Hardwood floors throughout. Hot water oil-fired furnace, electric hot water. Separate garage. Except good terms Mr. Blenkinsop, eves 4-6467. $17,500

$2000 DOWN

Half a block from Dallas Road. Six-room bungalow, well maintained. Well-kept small garden $6500
Call Mr. Blenkinsop.

HICKS REALTY LTD.

1719 Douglas Street 3-5104
Opp. Hudson's Bay Store

BATTLESHIPS

598. Through the picture window of this lovely LR you are focussed directly on Esquimalt harbor with all its interesting water traffic. This 7-yr bungalow has full elec kitchen, 2 bedrms on main floor, plus extra-large, well-finished bedrm in basement, plus G-E package oil heat, elec hot water and drive-in garage. Really close to bus and stores. $2,500 will handle. Full price $10,950
FRED CAMPBELL, 2-5104 anytime

MILLION DOLLAR VIEW

604. Seafront, almost new 4-room bungalow, attractive LR with fireplace, 2 bedrooms, cabinet kitchen, carport, large lot, in attractive setting. Full price $13,500
Mrs. Greaves, 2-5104 anytime

SEA VIEW

603. New 4-room bungalow, LR with fireplace, 2 bedrms, cabinet kitchen, Pembroke bath, attractive little home, Cordova Bay area. Full price $9000
Mrs. Greaves, 2-5104 anytime

GORDON HEAD

Very attractive stucco bungalow of 5 rooms in an ideal setting of approximately 1 acre lawn and garden and trees. 2 bedrms. This property has been very well kept and is ideal for retired couple. Close to transportation. Full price $8500
Mr. Davies, 2-5104 anytime

$1700 DOWN OAK BAY

6 rooms, 2 bedrms and den or 3rd bedrm. Full cement basement. Williams low-pressure oil furnace. A very desirable district. Close to all facilities and good value at the full price of $8700
Mr. Davies, 2-5104 anytime

504. Spacious and immaculate, this two-twin-sized-bedroom rancher has approx 1,250 sq ft of floor area. LR with Roman tile fireplace, DR, halls and bedrms are each floored with oak. Delightful cabinet electric kitchen with exhaust fan, and vanity bathrm. Attached garage, 20x20, contains workshop. Garden is in perfect condition. High open view and is REAL VALUE on good terms. Full price $14,700
Duncan Bingham, 2-5104 anytime

P. R. BROWN

& Sons Ltd. — Est. 1900

1112 Broad Street Phone 3-3438

CLOSE TO JUBILEE 1722 LEE AVE.

We are giving you the address, but do not disturb owners. This is a very nice sliding bung, has LR, DR, 2 nice bedrms, bathroom and sunroom. Full basement, Oil-O-Matic hot air furnace, separate garage. Convenient to schools, bus and shopping. This is a very well-kept home. Terms $2,000 down, balance to be arranged. Full price $8400

Please contact A. M. Millar, 3-3435; res. 7-1027, or G. Haney, 3-3435; res. 2-2386.

FAIRFIELD SPECIAL 1233 OXFORD ST. $8650

SIX RMS, FULL BSMT, LOW TAXES. EXCLUSIVE MR. HANEY, 3-3435; RES. 2-2386.

BURNSIDE AREA 3 BEDROOMS

Close to shopping, bus and schools and situated among other nice homes. Well constructed 6-rm stucco bung, has nice LR, DR, 3 bedrms, cabinet kit, 4-pce bath. Full high basement, Oil-O-Matic HA heat, drive-in garage. Fully insulated and HW throughout. This is a splendid home and is priced to sell. With terms $12,500
Please contact A. M. Millar, 3-3435; eves. 7-1027.

$1000 DOWN

Good two-bedroom home with thru-hall, living and separate dining room. Full basement and spare room. Near school and bus. This is good, with monthly payments like rent.

ASKING $10,500

Phone Steve Stephens, 4-9755 anytime.

TAYLOR SPITTAL, LTD.

WATERFRONT

This three-year-old home in excellent condition on Admirals Road is selling for LOW down payment with good monthly payments.

For further information phone Cy Sainsbury, 4-9038.

NORTHWESTERN SECURITIES OF VICTORIA LTD.
3-6741

TEN-ROOM, FULLY FURNISHED tourist home. Suitable for nursing home, fully equipped. No agents please. Phone 4-6325.

EIGHT-ROOM FOUR-BEDROOM house. Some furnishings included. $6,000. 4-5603.

FOR HOMES IN COLWOOD, LANGford, see Grant & Jenkins, your local agents, 9-1729 Langford.

150 HOUSES FOR SALE

JOHNSTON'S

ESTABLISHED 1903
1308 BROAD STREET 3-3471

OAK BAY NORTH

Beach Drive and Willows Park. 3 bedrooms, large living room, guest dining room, full basement, oil heat. Large lot. Priced to sell $13,900

BURNSIDE

5 years old, 4-roomed bungalow, plus 2-room suite and bath in basement. Live rent free. Price $10,500

OAK BAY SOUTH VIEW

1,800 sq. ft. bungalow high with view. This has everything you want plus 3-room self-contained suite. Vendor will accept good 1st mortgage and some cash. Price $23,500
For further information phone A. Lowman 3-2471, Res. 2-5537.

FAMILY SPECIALS

PANORAMIC VIEWS, with old-world charm, 3 bedrooms, den, oil heat $15,500

WINDSOR PARK, 4 bedrooms, recreation room, oil heat, double plumbing $15,750

HIGH AND HEALTHY, 3-bedroom home plus legal suite, Oil heat $22,000

MODERN AND DIGNIFIED, 3 bedrooms, den and recreation room. Double plumbing, oil heat $24,500

For further particulars and appointment to view call Miss Courtnall, 3-7543.

BEACH DR. DUPLEX EXCLUSIVE

UPLANDS AREA. A most attractive and gracious residence on a large, nicely landscaped garden, all in absolutely perfect condition. Large, bright living room 20 x 14, dining room 12 x 12, sunroom 24 x 8, two full-size bedrooms, 13 x 10 with built-in drawers, pembroke bath and pedestal basin. Modern electric kitchen with lots of cupboard space. Oil automatic heat. Garage. In addition, a fully self-contained 4-room suite up well rented to single tenant. Sea view. This is a valuable property well worth the asking price apart from the additional source of revenue. $22,500
clear title

View by appointment only. Eves, Mr. Lowman 2-5537, or Mr. O'Toole 3-8340.

HIGH AND QUIET

A splendid 6-room, 3-bedroom stucco bungalow embracing every modern structural feature in interior design, built under owner's strict supervision. Ideal treed location. Oil auto heat. Garage. This is not a SPECK BOX, but a really pleasant home. Approx $5,000 will handle. $15,950
Evenings, Mr. O'Toole, 3-8340

NEWSTEAD

REALTY LTD.
766 Fort 3-8129

SECLUSION WITH SEA VIEW

Situated among the oaks. High location with seclusion. This three-year-old Bungalow with stucco exterior. Duroid roof. LR 14x19 with FP. 2 lovely bedrooms. Large cab kitchen with spacious dining area. Oak floors in the large halls. LR and bedrms, kitchen and bath tiled. Oil-O-Matic HAP heating and elec domestic hot-water supply. Separate garage on sewers. This house is in perfect condition. Well built, insulated and tastefully decorated. A lovely home $15,900
and only
with $7,000 down and $85 month at 6% interest.
To view call F. R. Salter, 2-8117; eves, 4-7239.

OAK BAY OPPORTUNITY

There are so many things about this home it is difficult to know where to begin. In fairness to yourself you really must see it. A charming spacious rooms, attached garage, full basement with ample space, a secluded garden in much desired location. Nearly 1,300 sq. ft. of modernity and beauty all at an unrepeatable price. Don't fail to see this gracious home $17,700
For appointment contact William Bailey, 2-8117, eves, 3-3085. Newstead Realty, 766 Fort Street.

JOHN BLAIR LTD.

620 VIEW ST.
5-3742

GORDON HEAD SEA VIEWS 1350 SQ. FT.

Offered for the FIRST time this exceptionally fine 3-bedroom bungalow offers the tired business and professional man a haven in which to rest and recuperate, on the wide and sheltered patio. Southerly exposure with panoramic views of the sea and Mt. Baker, etc. Large living room with fireplace, guest-size dining area, 2 twin bedrooms and 1 smaller. Four Star electric kitchen with laundry facilities, and breakfast nook. Loads of spacious cupboards throughout. Oil-O-Matic hot-air heat. Large NHA 5¼% mortgage. Many other features must be seen to be appreciated. Call today for appointment to view. Full price $21,000
only
Exclusive Listing.

IDEAL for RETIRED COUPLE

This Esquimalt four-room bungalow with basement and Oil-O-Matic heating is in a quiet location, close to stores and transportation.

$7500

Please ask for Henry Hope, evenings, 7-2734.

JOHN GREENWOOD
3-7041 1241 Broad St. 3-7041

$7950

4-roomed house, pleasantly located on ½ acre, out Shelbourne way. Automatic oil heat, utility room, together with attached garage and planter across the front, make this a charming and practical home. Payments $58 including taxes.

W. Love, 4-6056 or 4-7129 at

Douglas Hawkes & Co.

Overlooking Portage Inlet and on the new Island Highway. Stucco 6-room bungalow consisting of living room, dining room, modern cabinet kitchen, 3 bedrooms, 4-pce. Pembroke bathroom. Full basement with 3 drive-in garages. 2½ lots. Terms. Price $12,850

A. E. Coles

THE ROYAL TRUST CO.
1205 Government St. 3-4125
Evenings, 2-8752

BUY DIRECT FROM OWNER

Six-year-old large stucco 2-level home on double lot with seclusion. Nine rooms, two bathrooms. Level suite if desired. 3-8896.

PROFIT BUILDERS

CLASSIFIED ADS DON'T COST—

THEY PAY!

RADIO PROGRAM LISTINGS

(These program listings are as supplied by the stations themselves and The Times is not responsible for last-minute changes or other alterations)

TUESDAY NIGHT PROGRAMS

CKDA 1230 kc	CJVI 900 kc	CBU 690 kc	KIRO 710 kc	KOMO 1000 kc	CJOR 600 kc	CKWX 1130 kc
6:00 News, Sports 6:30 News, Top 50	News, Sports Cowden, Commentary	Tuesday Tunes Music, Rawhide	Club, Murrow Weather	News Weather, Sports, Stocks	News, Music, Weather Royal Review	This Happened Today 6:00 Bob McGavin 6:30
7:00 News, Memories 7:30 Memories in Music	News, Man and Music New Recordings	CBC News Concert	Sports, Lowell Thomas Amos 'n' Andy	NBC News Big Sound	Hawaii Calls Hi-Fi Concert	News, Bob McGavin 7:00 Bob McGavin, Solly 7:30
8:00 News, House Party 8:30 House Party	News, Sports Vienna Assignment	Montreal Drama Anthology	Arthur Godfrey, Clifford and Clark	Boys' Choir Design	News, What's New Assignment	News, Heather 8:00 PCL Baseball 8:30
9:00 News, House Party 9:30 House Party	News, Club 900 Club 900	Nimmo's Nice, Leicester Sq. to Bdway.	News, Modern Sounds Modern Sounds	Nightline Nightline	Assignment Assignment	PCL Baseball 9:00 PCL Baseball 9:30
10:00 News, Wthr., Party 10:30 Top 100	News, Wthr., Jazz Fighting Words	News, Critics Distinguished Artists	World Tonight Back to Bible	Nightline Nightline	Muzak, Artist Fighting Words	News, Baseball 10:00 Religion 10:30
11:00 News, Top 100 11:30 Top 100	News, Sports, Lane Memory Lane	Midnight Concert Midnight Concert	News, Do You Know Lois Apple	News, Weather Jazz Today	News, Hi-Fi Dance Hi-Fi Dancetime	News, Robinson 11:00 Red Robinson 11:30

WEDNESDAY PROGRAMS

8:00 News, Sports 8:30 Top O' Morn	News, Breakfast News, Breakfast	News, Music Anything Goes	News, Cliff and Clark Cliff and Clark	News, Weather News, Sports	News, Tunes Billy Browne	News, Music 8:00 News, Music 8:30
9:00 News, Time Out 9:30 Time Out	News, Music Quiz Princess Margaret	BBC News, Concert Morning Concert	Cliff and Clark, News News, Howard Miller	News, Dial 1000 Dial 1000	Billy Browne Perry Como	News, Neighbor Nina 9:00 Neighbor Nina 9:30
10:00 News, Time Out 10:30 Time Out	Leaves Victoria For the Ladies	Morning Visit Happy Gang, Life	Peter and Mary Helen Trent	Dial 1000 What's Cooking?	News, Homemakers Homemakers	News, Bob McGavin 10:00 Bob McGavin 10:30
11:00 News, Welk 11:30 Perry Como	News, Ed. Pat, Perry Life's Pages, Welk	Kindergarten Theme and Variation	Nora Drake Young Dr. Malone	Dial 1000 NBC Bandstand	Memory Lane Mortimer's House	News, Money Man 11:00 Luncheon Club 11:30
12:00 News, Wthr., Top 50 12:30 News, Sports, Top 50	News, Music News, Wthr., Music	Theme, News Farm, Weather	Wendy Warren Road of Life	Bandstand Bandstand	News, Karnival Karnival, News	News, Weather 12:00 News, Luncheon 12:30
1:00 News, Butchart's 1:30 Salute to Butchart's	News, Songs 2nd Spring, Dr. Paul	Afternoon Concert Marine	News, Solly Raging River	News, Farm Don Ameche	House of Music House of Music	News, Bill Davis 1:00 Bill Davis 1:30
2:00 News, Butchart's 2:30 Salute to Butchart's	News, Town Around Town	Schools News, Matinee	Arthur Godfrey Arthur Godfrey	My True Story Woman in My House	Take It Easy Take It Easy	News, Cal George 2:00 Cal George 2:30
3:00 News, Time Out 3:30 Time Out	Tip Top Time Tip Top Time	Canada Matinee One Man's Family	Arthur Godfrey Art Linkletter	True Confessions One Man, Dr. Gentry	Take It Easy For You	Red Robinson 3:00 Red Robinson 3:30
4:00 News, Time Out 4:30 Time Out	News, Jamboree Rolling Home	Music, Rawhide Music, Legends	Couple Next Door Commuter Club	Five Star Matinee Dial 1000	News, Melody Magazine News, Melody Magazine	Red Robinson 4:00 Red Robinson 4:30
5:00 News, Sheriff 5:30 The Sheriff	News, Junior Jamboree Rolling Home	Band, News, Sports News, Byline	Commuter Club Commuter Club	News, Dial 1000 Dial 1000	News, Melody Magazine News, Melody Magazine	News, Bob McGavin 5:00 News, Bob McGavin 5:30

150 HOUSES FOR SALE

FINANCIAL SURVEY LTD.

1324 Government St. 4-9305

OAK BAY

An outstanding 4-yr-old ranch style 5-room stucco bungalow with beautifully landscaped grounds. A real quality home in spotless condition inside and out. Excellent through hall plan, "L" shaped living room and dining room. Full lined bright basement, low pressure Oil-O-Matic package unit heating plant. Patio, planter and many extras. Exclusive listing. Priced at $14,950
M. Braithwaite 4-9305, res 2-7645

OAK BAY EXCLUSIVE

Modern stucco semi-bungalow, excellent location, close to sea, school and bus. Large living room and dining room, extraordinarily fine kitchen, 3 large bedrooms, full basement with oil heat and drive-in garage. Entire home in perfect condition. Full price $14,250
(excellent terms)
N. A. Fraser, 4-9305; res. 5-2781.

NOBLE PLACE PANORAMIC VIEWS

An immaculate 5-rm. full basement modern stucco home with unsurpassed views of the sea and mountains. Delightful grounds in lawn, shrubs and trees. A very lovely home in an ideal location. Excellent value at $14,000
R. de Montigny, 4-9305; Res. 5-2422

ATTRACTIVE HOME

Plus Modern Self-Contained Suite. Why not let the revenue pay off mortgage while you enjoy the comforts of a lovely home. Lge living rm. 2 spacious bedrms cab kitchen, nook, plus SC 3-rm suite. Good location $13,700
Priced right at
Low down payment.
P. G. Williams, 4-9305; eves. 4-9657

OAK BAY BORDER

Modern 5-rm stucco bungalow, "L" shaped liv and din rm, elec kitchen, 2 good bdrms, Pem bathroom, full basement and hot air furnace. A dandy home on quiet street near bus. $10,500
Excellent value
S. W. Anderson, 4-9305; res. 2-8917

A GIFT

Exclusive! Just listed this modern stucco bungalow located on a quiet street in the Lake Hill Dist. Has lge liv rm with HW flr and tiled FP, cab elec kit with dining area, 3 large bedrms (1 twin-size), 4-pce P bath. Full lined basement, HA heating OOM package unit, drive in garage, copper elec HW tank. Nice grds. with lawns, small fruits, etc. Good bus service. Price $9500
only
Roy Gill, 4-9305, Res 4-3310

MARIGOLD DISTRICT

$1,450 down, 4 rm bung insulated, 2 lots, clean and cosy. Liv rm, 2 bedrms, thru hall, cab kit, including range. Full bsmt, att garage. Nice location. Close to bus. Full price $7000
Stan Hyland, 4-9305, Res 4-5507

VICTORIA REALTY LTD.

1114 Douglas Street

I'M LOOKING TOO!

For someone that would love to purchase a home in Esquimalt. About $3,200 down required and payments of $72 per month. Let's get together; call me now. It's a dandy 3-bedroom home. J. A. Dunick, 2-9145 or 9-3395 (home).

LIKE NEW, 8-YR.-OLD STUCCO bungalow, situated on large double lot. Redecorated throughout. 2 bedrooms, full cabinet kitchen, dinette. Living room and utility room. Large garage with room above. $16,000, with terms. Quick sale and clear title for cash. 2-7058.

5% N.H.A. — P.I.T. $70
Owner transferred. 3-bedroom, 2½ years old, attractive stucco bungalow, full basement, oil automatic heat, drive-in garage. $13,300 cash to mortgage, Lake Hill district. 3948 Cumberland St., phone 5-5794.

OAK BAY—3-BEDROOM HOME, living and dining room, kitchen nook and laundry room, basement, finished rumpus room. 2-4654. No agents, please.

HOUSE (NEEDS JACKING UP) with full basement, large garden, offered to handyman for low or no down payment. Victoria Press, Box 1799 or phone Keating 3023M.

LAKE HILL—MUST SELL THREE-bedroom bungalow. Oil range, excellent garden and fruit. Asking $6,500, some terms. Owner, 5-9080.

FOUR-ROOM COTTAGE FOR SALE with garage, no basement. Price $5,400 cash or $5,800 on terms. Phone 3-2796. R. Ward, 9 Camden St.

150 HOUSES FOR SALE

Frank A. Martin Agencies Ltd.

1114 BLANSHARD ST.

N.H.A. University Special

4½%—Low Down Pymt.

Location is good, condition immaculate, automatic oil, secluded back yard and priced right. Let me show you this spacious 3-bedroom bungalow, only 7 yrs old. Ideal for retired or newlyweds. Asking price $10,200
only
Exclusive listing with J. Moore, 2-3648, office, 3-8704.

TERRIFIC VALUE

FOR QUICK SALE—VACANT

Large 7-bedroom bungalow; modern, plus suite in full basement. Phone NOW to view. MUST BE SOLD 1 week. Courtesy fellow salesmen.
Call J. Mann 5-3857 or office 3-8704

N.H.A. 5% MONTHLY PAYMENTS $75.09 P.I.T.

Before buying be sure to see this beautiful split-level, 3-bedroom home only 2 yrs old. The living room is spacious with adjoining dining room. The kitchen is electric with utility off and the three bedrooms and bath are on the upper level. Hgtlry is Oil-O-Matic and the garage is the large drive-in type. The full price of this outstanding home is only $12,900
To view please call T. Mullen, 7-3642 or office 3-8704.

IS THIS WHAT YOU ARE LOOKING FOR?

Just on the market—3 bedrooms, large cabinet kitchen with dining area, lovely living room with fireplace, a good utility room, laundry tubs etc. Full basement, roughed-in rumpus room, sink and fireplace started. Coal and wood furnace. Drive-in garage. Beautiful lot, shrubbery, lawns and goldfish pond. Properly fenced—a smart-looking place in an excellent district. Ask to see this. $10,500
Easy terms.
C. Sinden Office D. B. Dowsley
3-0395 5-8704 5-7311

NEW BUNGALOW CITY CENTRE UNDER CONSTRUCTION

2 bedrooms, living room with corner fireplace, raised hearth, dining room with built-in china cabinet. Full high basement, automatic oil heat. Drive-in garage. Concrete walks. Still time for your choice of colors. Occupancy in three weeks. $12,800
Full price
Down payment $3,000.
To view call
C. Sinden D. B. Dowsley
3-0395 office 5-8704 5-7311

CAPITAL CITY REALTY

650 CORMORANT — 4-1922

MARIGOLD AREA CHARMING BUNGALOW

Attractive 5-yr-old stucco bung, thru hall, has LR, modern cab kit, 2 bedrooms 4-pc Pembroke bath, full high bsmt, oak floors. A lovely home with lots of extra conveniences. Clear title, good terms, low taxes. Discount for cash $10,500
Dirk Okker, 2-0224 evenings.

OAK BAY SPLIT LEVEL

Beautiful, well secluded, NHA-built, 3-yr-old bung. Full high bsmt, oil heat, oak floors, lovely landscaped grounds, fruit trees, garden and garage. A fine, modern home with everything the heart can desire. Real value at asking price of $16,000
A. Marion, 2-0697 evenings.

LANGFORD QUIET RETREAT

In lovely condition, this beautiful rural retreat, two-bedrm stucco bung, no bsmt, oil heat, double garage, extra cottage thrown in. Rockgas range included. Two lovely treed lots in handy desirable location. A steal on terms for only $6750
Clarence Goode, 4-8276 evenings.

150 HOUSES FOR SALE

BOORMAN'S

3 BEDROOMS $1385 DOWN

Watch the day-by-day construction of your new NHA home. Quality materials used throughout. Six rooms, oak floors, full bsmt with oil HA heating, completely insulated, spruce finish with Duroid roof. Your initial payment includes the lot with NO FURTHER EXTRAS. Full price $12,800
I have 3 other NHA homes in various stages of construction (all well located) with payments to $2,000 dn and top $13,200
prices to
T. Smith, eves. 4-7325.

OAK BAY TWO TO SEE

1959 Hampshire Rd. Six rooms plus in immaculate condition $12,950
Price
2078 Newton St. Five rooms in lovely condition. $11,900
Price
To view please call
W. I. Boorman, eves. 4-0434

$2200 DOWN OAK BAY NHA THREE BEDROOMS

Well planned, three-bedroom stucco and siding bungalow with full basement, oil heat, on a quiet Oak Bay street. Close to shopping, bus and all schools; reasonable taxes. Plans and specifications on request. Full down payment, $2,200. $14,900
Full price
Allan Mutch, 7-6563.

MAPLEWOOD DE LUXE FAMILY STE.

You will love this beautiful home situated on lovely treed property. Only 7 yrs old, quality and 1st class workmanship is evident throughout. Charming LR 21x18, DR 12x13, two BRs, one twin-size with wash basin, den or TV rm, ultra modern de luxe kitchen. Look! Down de luxe ste comprising LR, knotty pine panelling, brick FP, two large BRs, electric kitchen, dinette, 3-pce BR, expensive oil HW heating, laundry rm. Many extra closets and cupboards. HW heated greenhouse. Price $22,000
only
R. P. Harris, eves. 7-2998.

BOORMAN INVESTMENT CO. LTD.

616 VIEW ST. 3-7124

C. N. Montague

CO. LTD.
1026 Blanshard at Fort 4-9318

$100 MO. FREE FOR 12 MONTHS

WHILE VACATIONING. Here is your opportunity to purchase this lovely 1-YEAR-OLD STUCCO bung. Thru hall, LR, FP, DR, 3 bedrms. Dr-in bsmt, OIL HEAT. You can return home to settle up your affairs. Our leased tenant, a Doctor, and family will be making YOUR PYMNTS for 1 yr. Price (low dwn pymnt) $12,400
Ruth E. Hutcheson, 4-9318, 8-3536

MR. EXECUTIVE

Here is a home of distinction, something a little different. Location, construction and finish, all excellent. This home was custom built for a particular person. Features extra strength, dry wall and rustic construction, 3 bedrooms, large beautifully finished recreation room or den. VIEW, TREES and SECLUSION. Easily financed $23,000
Please ask for Mr. Betts, 4-9318, 3-2998. Exclusive

EXCLUSIVE OAK BAY NORTH

If you are looking for location, charm and desirability let us show you this choice 2-bedrm home. Combination living and dining room 26x13. Full bsmt. Oil heat. Landscaped grounds. Reasonable taxes. Price $15,750
R. E. Porritt, 4-9318, 4-6182

150 HOUSES FOR SALE

WESTERN HOMES LTD.

611 YATES STREET

DUPLEX $1250 DOWN OAK BAY SELF CONTAINED

This completely self-contained duplex is nicely located in a good rental area, 3-room suite rented to good tenants at $80 per month. Vacant 3-room suite for owner or could rent for a further $85 per month. Suites modern and wired for ranges and in clean condition. Full basement. Nice lot. Close to everything. This is good at the full price of $10,750
Call now, Johnny James or Jack Middleton, 2-2157 anytime

LIVE RENT FREE FAIRFIELD $2100 DOWN

3 furnished rooms rented at $97 per month with steady tenants (furniture included). 3 spacious rooms for owners. Full basement. Piped heat. 3 rooms up and 3 down. New roof and asbestos siding. Separate garage. Beautifully landscaped front and back. Walking distance to town. Very attractive property on one of the best residential streets in Fairfield. A real opportunity for a widow or a couple with no children. A good buy at $9500
Phone now on this.
Jack Middleton or Johnny James, 2-2157 anytime.

$1650 DOWN MOVE IN NOW 2730 BLACKWOOD 5 BEDROOMS FULL BASEMENT POSSIBLE REVENUE

See this very nice large family home in tip-top condition. Vacant. Close to bus, schools, stores, etc. Drive by then call C. Mallett, 2-2157 anytime.

BUILD NHA NO DOWN PAYMENT

Houses priced from $9,900. For full details call S. J. Butler 3-2157
Eves 5-6103

SWINERTON'S

(Established 1889)
620 Broughton St. 3-7181

OAK BAY SPECIAL

Secluded and treed, six-room bungalow in select area. Campriere covered patio, thru hall, large liv rm with FP, guest-size din rm, den, 3 bedrms, large elec kit with nook, 4-pc bath. Full basmt with oil heat, 2-pc washroom, extra large rm. Drive-in garage at rear. Nice grounds, all in first-class condition, to clear an estate $18,000
asking
Mr. Cox, 3-7181, 3-3814.

EASY TERMS

4 bedrm modern home, close to schools and park. Nice liv rm, cabinet kit with nook, a real snap at $6950
Mr. Wright, 3-7181; res. 2-9409.

HIGH QUADRA

$2000—DOWN—$2000
5-rm modern bungalow with extra large kitchen, full basmt with another finished rm, also an extra lot 65x150. $12,300
Full price
Mr. Holland, 3-7181; res. 4-7659.

ESQUIMALT High Location Sea View — Seclusion

Stucco, 3-bedrm, modern kitchen with large din area, liv rm, hot air heat, double garage, all on 1 floor, your opportunity at only $8950
Mr. Crow 3-7181, Res. 2-0778

BY OWNER, 2-BEDROOM HOME, full cement basement, attached garage, lovely garden, lawns and shrubs. Oil hot water heating. Quiet street. 7-6501.

JAMES BAY, 4 BEDROOMS, LIVing room, kitchen, dinette, new Duroid roof. Close to schools, bus. Price $6,950. Phone 3-8855.

NEW 2-BEDROOM HOUSE, $6,500. No agents. Langford. 8-3311 after 5 p.m., 8-3971 anytime.

M & W

THE HEAT'S ON

1. ECONOMY AND COMFORT $7,500. For retired couple, 2 bedrooms, large garage and workshop, neat and clean inside and out. Terms will be considered.
2. OLIVER ST., OAK BAY $9,500. Older 2-bedroom home. Living room and dining room, oil heat. Can be handled with $3,500 cash.
3. CITY DUPLEX $16,500. Three years old, near Oak Bay Ave. Could be handled with $4,000 cash.

Call R. L. Stiles, 5-7797 anytime.

COOL OFF

1. HIGH CITY LOCATION $9,850. Spotless 10-year-old bungalow, 3 bedrooms, full high basement.
2. BEACH DRIVE $14,900. 3 bedrooms and den. Secluded garden. Terms considered.
3. GLORIOUS SEA VIEWS $17,700. New split level, 4 bedrooms, 2 bathrooms, rumpus room.

Call R. Reynolds, 3-7707 anytime.

BUY NOW

1. MONTEREY AVE. $11,250. 3-bedroom family home with character. Rumpus room in basement.
2. HAMPSHIRE RD. $8,500. Cottage in lovely garden, no steps, immaculate condition, 2 bedrooms.
3. WILLOWS $14,500. Loads of value, 3 bedrooms, large living room and separate dining room. NHA built.

Call D. White, 5-7707, anytime.

WON'T LAST

1. ENGLISH COTTAGE $14,250. Choice location in Oak Bay South. 5 bedrooms plus. Oil HW heating.
2. DE LUXE 6 ROOMS $22,000. Quality bungalow in choice Oak Bay location. Wall-to-wall carpets and other special features. Good terms.
3. VALUABLE PROPERTY $25,500. Consisting of substantial 11-room home surrounded by 3 acres of land much of which could be subdivided.

Call S. Leverton, 5-7707 anytime.

MEARS & WHYTE OAK BAY REALTY LTD.
2188 Oak Bay Avenue

K & S

SWINERTON'S

(Established 1889)
620 Broughton St. 3-7181

CHARACTER ATMOSPHERE SECLUSION HIGH LOCATION

With some terms, this beautiful 3-bedroom home in Oak Bay. Price $15,500
Full particulars available from J. H. Ford, 5-3411 anytime

UPLANDS CLOSE TO SEA

RANCH TYPE BUNGALOW, MODERN, 3 LARGE BEDROOMS, FULL BASEMENT, ON FINE CORNER, UNOBSTRUCTED VIEW, GOOD TERMS TO RELIABLE BUYER $26,000
MR. VALLANCE MR. NICHOLS
7-1917 5-3411 7-3089

KER & STEPHENSON LTD.

(Member Multiple Listing Bureau)
909 GOVERNMENT STREET

COOL WATER VIEW

$16,130—De luxe quality, modern stucco home. Through hall, spacious five rooms, full basement, double plumbing, two fireplaces, family dining room and living room, oak floors, 2839 Murray Drive. Wide lot, evergreen shrubs. Price cut to sell fast. Terms available. Clear title for cash.
F. Marconi, 2-8111, after hours 4-6625.

CANADA TRUST De Luxe Split-Level

Home comprises of living room, dining room, modern cabinet kitchen, 3 bedrooms, oil heat. Close to all conveniences, low down payment. For full information call Mrs. Newton, Douglas Hawkes & Co., 4-7128 or Res., 3-0006, anytime.

150 HOUSES FOR SALE

NORTHWESTERN SECURITIES

of Victoria Ltd.
631 YATES AT BROAD 5-6741

VIEW SPORTS, CHEK-TV CHANNEL 6
6.40 P.M. MON. TO FRI.
FOR TODAY'S FEATURED HOME

"SEA VIEW"

Modern 3-bedroom bungalow in choice location, large living room, cabinet kitchen, mahogany-finished rumpus room. Drive-in garage. A very desirable property indeed. Phone HARRY HOBSON, 5-6741 or 2-7828. Price $18,500
(terms)

"ELIZABETHAN TUDOR" "Between Windsor Park and the Oak Bay Beach Hotel"

The "Old World" home will charm you. Attractive and spacious living rooms "in period" and a master bedroom of a size and style to please the most fastidious. Two other bedrooms large enough to handle the biggest "four-poster." Games room in the basement. Priced right in its class at $18,300
Dial MRS. WELLINGS, 5-6741 or 7-2789.

"A RARE FIND"

Here is a lovely, modern, 4-bedroom home that you will be proud to own. Automatic oil heat and a nice large lot at a price and terms you can afford. Call MRS. HODGSON, 5-6741—or 5-8561 eves. Right now. $12,500
Full price only $6950
and your terms will handle.

"OAK BAY TRADE-IN"

Trade in your present property as down payment on this Oak Bay home. Now is the time to plan the coming school year for your children. Expose them to the right environment. Full price $10,950
Call ERIC A. MacFADYEN, 5-6741, 24-hr telephone service.

"FAIRFIELD"

Trade in your present property as down payment on this delightful Fairfield home. 3 bedrooms, large living room, dining room, family-size kitchen, full basement, quiet street. Near schools.
Full price $9500
Call ERIC A. MacFADYEN, 5-6741, 24-hr. telephone service.

"OLDER OR YOUNGER"

Couples could enjoy this little cottage on a quiet street in upper Gorge-View Royal district. Extra bedrooms out back, workshop also. No traffic worries here, yet close to transportation. $6300

ALSO here is a very nice 3-bedroom home in North Douglas district, with a nice 2-room suite in the basement. Fruit trees here also. Right by transportation. A very nice home $9775
at only
Save money here, too. Phone HENRY BITTERMAN, 5-6741 or 4-8830.

"3411 VETERAN PL."

Drive by but don't disturb owners. 6-year-old, 3-bedroom bungalow at A GIVE AWAY price. It has nice-size living room with fireplace, dining room and modern electric kitchen, automatic heat. $9500
Price
Call BILL KENNEDY, 5-6741 or 4-4026.

"GORGE SPECIAL"

For Mom and Dad, neat stucco home with attached garage. NO STEPS, HOT WATER HEATING. $2,250 cash, $8950
$60 per month
DON BACON, 5-6741 day or night.

"STOP"

HOLD EVERYTHING—Whatever you are doing, drop it right now! If you are looking for a smart stucco home with hot water heating at the right price and terms, get into your car and take one look at 3045 Albany. Please do not disturb owner, who works night shift, but call DON BACON to view—spick and span interior. Only $2,250 cash. Only $68 per mon. $8950
Full price only
An exclusive listing with DON BACON, 5-6741 day or night.

"

150 HOUSES FOR SALE

PEMBERTON, HOLMES, Ltd.

ESTABLISHED 1887
1002 GOVERNMENT ST. 4-8124

RESERVE THIS DATE
WED., JULY 23
2-4 and 6-8 P.M.
BEAUTIFUL UPLANDS HOME
OPEN FOR INSPECTION
2660 LANSDOWNE RD.
Subject to prior sale.
FOR INFORMATION AND APPOINTMENT TO VIEW
Phone Mrs. Shirley, 4-8124; eves. 4-6489.

OAK BAY SOUTH
THIS PERFECT LITTLE GEM. 2 minutes from GOLF CLUB and sea frontage, 6-room bungalow, plus extra room in basement. Recently built, in the pink of condition. Miniature BUTCHART'S GARDEN. Large living room, dining room, cosy den; two good bedrooms. Full-size 7-foot basement, oil heat. DOUBLE GARAGE. If you are contemplating purchasing a bungalow, it will pay you to inspect this very attractive home. Price $19,500
Mr. Hepburn, 4-8124; eves. 3-7039

HIGH QUADRA DUPLEX
Six rooms and Pembroke bath down, wired for washer and dryer, hardwood floors. Up 4 rooms and bath, rented on lease at $75 monthly. Building is stucco, G-E Oil-O-Matic hot-water heat and hot water. Drive in garage, long lot. Can be handled for $2,500 CASH or owner will take small bungalow as part payment. Full price only $13,500
Jack Brown, 4-8124; eves. 4-4976.

SHELTERED
This Waterfront Home
is located on a delightful part of the Gorge. It is a home of refinement, superbly maintained and appointed, with first-quality wall-to-wall throughout. It is fully insulated, has a most attractive view living room with raised hearth Roman brick fireplace, two bedrooms and a large, bach daylight basement. here is plenty of available space for development of additional rooms if desired. Auto oil hot-water heating and two-car garage. This is a very fine home indeed.
PRICE $21,700
Viewed by appointment only. Exclusive listing. Please phone 4-8124. Mr. Simpson; res. 5-7389.

LOOK AT THIS TERRIFIC VALUE
One year old, 2 bedrooms and den, 23½-ft LR plus dining area off, corner fireplace, lovely cabinet electric kitchen with exhaust fan. Full basement with 21x14' finished rumpus room. Utility room plumbed and wired for auto washer and dryer, double plumbing. Auto oil. Phone plugs in 4 rooms. Attractive lot with curved concrete driveway to carport and paths surrounded by other fine homes $13,500
Priced at only
with $4,000 down.
4-8124, K. A. Rose, 2-9379.

NHA
LOW DOWN PAYMENT
WE HAVE APPROVED LOTS
HAVE A HOME BUILT TO YOUR OWN REQUIREMENTS THROUGH OUR NHA DEPARTMENT. FOR FURTHER PARTICULARS CALL VINCENT HOLMES, 4-8124; EVES., 2-1685.

REDUCED
NONE CLEANER
City bungalow, just off Oak Bay Avenue; 5 rooms, basement; pretty garden. Taxes only $117. Full price $7950
(terms)
D. E. Wilkinson,
4-8124; eves., Sidney 652

BRENTVIEW SUBDIVISION
20 LARGE LOTS
This most attractive subdivision borders Verdier Ave. through to Stellys Crossroad. (On your way to the Ferry). "JUST ON THE MARKET." All lots 75' frontage. All cleared, no stumps or visible rock. Excellent drainage. High location. View of Saanich and the Arm. Lots 75'x140' and 75'x225'. Prices range from $800 to $1,200.
EXCLUSIVE WITH PEMBERTON HOLMES LTD.
W. Woodley, 4-8124. Eves. 4-3916

SPLIT-LEVEL DUPLEX
BRENTWOOD
French doors from the living room open onto patio right on the water. Good boat moorage and steps down to private dock. Upper 3-rm suite rented for $55 a month. Owners' suite has large bedroom and living room, small dining area, compact kitchen. Double carport. Full price $19 500
4-8124, Mrs. Dorothy Kirkpatrick, Eves. Keating 68 X.

SECLUSION
ONLY SIX MINUTES' DRIVE FROM CITY
Two acres divided between trees, landscaping and rich soil garden. Ideal for the gardening enthusiast or for the development of a nursery garden or small berry farm. A delightful bungalow nestles in a secluded park-like setting, providing a very pleasant living room, dining room, 3 bedrooms, full cabinet kitchen. Two-car garage, auto hot water heating. Full price, (with terms) $17 500
only
Call Mr. Simpson 4-8124, res. 5-7369 or Mr. Coltis, 4-8124, res. 3-6346.

SPOTLESS
2 BEDROOMS
OIL HEAT
A smart, 2-year-old stucco bungalow in the new Colquitz High School area. Living room with fireplace. Gleaming oak floors throughout. Large cabinet electric kitchen 2 bedrooms and 4-pc bath. Full basement and drive-in garage. Package oil heat elec HW tank, copper piping and laundry trays. $5,150 handles and $60 per month.
Full price $10,500
Reg Caselton, 4-8124; eves. 2-8464.

ARE YOU GOING TO BUILD?
Deal Direct with the Contractor. Drive by 2583 Vista Bay Road, which is a fine example of a modern home, designed and being built by Marty Morey of this firm, who will be in attendance between 7 and 8 p.m. every evening except Sunday. This home can be duplicated on your lot at a price that you will find the most competitive in the city. Marty also has a wide variety of other plans or would be pleased to assist you in planning to your specifications.
MOREY & JOHNSTONE
Real Estate, 3244 Douglas St.
Phone 5-8701 24 hr service

OAK BAY
Eight-room family home, 5 bedrooms. Main rooms oak floors. House in very good condition. Full basement. Double lot, 3 blocks from beach. See this for value. Terms. $11,900
Price
Contact J. DeMan, 4-2402

H. A. HUMBER, LTD.
639 View Street 2-9161

150 HOUSES FOR SALE

BYRON PRICE

1314 QUADRA STREET

OAK BAY
$8700
In a treed lot in the heart of Oak Bay this well-kept family home is just what you've been looking for. Has lge LR with FP, lge DR, 2 bedrms and a den or 3rd bedrm, family sized kitchen. Full bsmt with A-oil heat. Low dn payment with very good terms. Call 5-2458 for Dorne Cornish, Res. 3-7018.

WILLOWS
2 BEDROOMS
$3000 DOWN
Close to beach, stores and transportation is this newly decorated stucco bungalow. Living room has fireplace and wall-to-wall carpeting, spacious cabinet kitchen and dinette. 3-piece bath, 2 good bedrooms. Full basement with O-O-M hot-water heat. Extra plumbing drilled in garage. Nicely landscaped lot with a variety of fruit trees and barbecue. Excellent value with $3,000 or less down. $10,500
Price
Phone G. Marshall or N. Thornber, 5-2458; eves. 9-2725 or 9-1853

BUILD AND SAVE
NHA LOTS
Building Contracts
There are only a few 2000 lots left for building the home of your choice on LOW DOWN PAYMENTS. FREE PLANS. Complete information. Contact Murray Duff or Nelson Krienke 5-2458 anytime

NOW IS THE TIME
To build a home under an NHA loan. We have lots available which can be used as your down payment. Payments are less than rent. Phone me for details about our free plans. Jack MacKay. Res. 2-9644.

FREE
Service plans, advice on building your dream home. No obligation. Lots are going fast. Inquire now. Call 5-2458 for Dorne Cornish. Res. 3-7018.

SPECIAL
2 BEDROOMS
On OAK BAY BORDER, close to Victoria college, this nice 2-bedroom home is on TWO LOTS, lovely trees and shrubs. SEPARATE GARAGE. AUTO-OIL HEAT. Ideal for retired couple or small family. $2,500 will handle this valuable property. Contact Murray Duff 5-2458 to view.

REVENUE
Very attractive 2-bedrm home plus 4-rm basement ste rents for $75. Here is a home that will pay for itself. Has lge sundeck over carport, separate meters. Hurry for this one. $10,500
Full price only
Call 5-2458 for DORNE CORNISH, Res. 3-7018.

LOTS
GROUND FLOOR
EXCLUSIVE
Work will start next week on this brand-new subdivision on St. Charles near Rockland. Get in on the ground floor and see these wonderful choice homesites. We have many plans to offer also maximum mortgages will be arranged for you. Bernard Shaw, 5-2458, Al Vizard.

CITY
2941 CEDAR HILL ROAD
CLOSE TO BUS, SHOPPING CENTRE AND SCHOOLS. 6-ROOM HOME, HAS 3 BEDROOMS, OIL-O-MATIC HOT-WATER HEAT. KITCHEN PANELLED IN MAHOGANY, WIRED FOR ELECTRIC RANGE. FENCED LOT, 75'x130'. TAXES $96. PRICE $6300
REDUCED TO
CONTACT CHARLES GIDDY, 5-2456.

NO DOWN PAYMENT
BUILD NHA
On your lot or ours. Full information with no obligation from Norman Thornber 5-2458 eves. 9-1853 or Gordon Marshall eves. 9-2725

MOREY & JOHNSTONE
Real Estate, 3244 Douglas

TALENT
For being easy to care for, yet affording real one-floor comfort, characterizes this Carnarvon Park area bungalow. This contractor-built home has two bedrooms, dining room, living room with Roman tile fireplace, auto oil heat and drive-in garage in full basement. This property is a pleasure to show; the grounds are perfect and the interior leaves nothing to be desired. PLEASE NOTE, monthly payments only $65 INCLUDING taxes. Price Only $12,600
Exclusive Listing.
H. D. Johnstone, 5-8701, 24-hr service.

TERRIFIC TERMS
1,325-sq.-ft. 2-bedroom home with thru hall, large living room with fireplace, separate family-size dining room, large cabinet kitchen with breakfast nook, 4-pc Pembroke bath, full basement with recreation room and bedroom. Oil-O-Matic heat, electric hot water tank. $13,950
Full price
For additional information without any obligation please call Howard Blake, 5-8701 anytime.

NEW
Lovely 3-bedrm home with cabinet kit, dining area, and large LR with fireplace. Full basement. This very attractive home carries a mortgage with LOW MONTHLY PAYMENTS. All modern features such as Oil-O-Matic and 4-piece bath. For full details please phone Mrs. E. M. Lachlan, 5-8701. $11 900
Price

HIGH QUADRA
4 rooms with breakfast nook; attached garage; electric hot water; wired for range; Duroid roof; low overhead; tubs in basement; blacktop driveway. Low taxes. Oil pkg unit, $9,600. Terms arranged. Phone Mr. Snape, 3-7674.

OAK BAY
Compare this for value. 5-room stucco bungalow with full basement and through hall, wired for range and drive-in garage. Nice garden with fruits and shrubs and located on quiet street south of Avenue. Priced for quick sale at $10,250. Eves 4-5884.

BAYNE & TODER AGENCIES
2-1121 749 Fort St.

BRAND NEW $6,600
Why not treat yourself to this smart 4-room stucco, basement bungalow, at a bargain price (price of materials only). (1) Full 8' basement. (2) Two good bedrooms. (3) Large cabinet kitchen. (4) Interior plaster, ceilings coved. (5) Lovely lot, 70x150 approx. Built by skilled man. Special reason for quick sale. See this before you buy. Full price only $6,600. Call Mr. Dickie, 2-4312; eves. 3-3640. Dickie & Co. Realty, 833 Fort.

OAK BAY PRIVATELY OWNED
From $18,200 to $22,000. Henderson and Woodsbourn. Rumpus room, double plumbing, 3 and 4 bedrooms. Phone 4-0749.

150 HOUSES FOR SALE

RANDALL'S LTD.

CHOICE HOMES

HOLLYWOOD CRESCENT, No. 1619. A choice home of 6 rooms. See our sign. Quality beyond question. Owner leaving city.

GORGE AREA
MASTER BUILT
Here is a home which will pass inspection of the buyer looking for something good. Added to this is an income from a rented basement suite. Main floor 6 rooms, thru hallway, large living room, wall-to-wall carpet, dining room wall-to-wall, electric kitchen, dining nook, utility room, master bedroom has its own bathroom, other two bedrooms are a good size, main bathroom, colored fixtures, linen cupboard, basement above ground has a 4½-room suite rented at $65 plus a recreation room with fireplace for your own use, laundry room. Oil heat, good plant. Outside a double garage, excellent situation, good garden lot. $17,500
priced to sell at
This is an excellent buy on terms. On above two, call Mr. Randall. Eves. 2-5447.

OAK BAY
HOME—
INVESTMENT
Three legal, excellent suites, one of 6 rooms, each suite has modern appointments. Fireplace, new plumbing, new wiring, oil heating plant, secluded location, nicely treed lot. For a home with supporting revenue this cannot be equalled. Owner might take some mortgages or a good bungalow
Total $23,000
price

CLOSE IN
Five-room bungalow with large living room, fireplace, separate dining room, 2 large bedrooms, modern kitchen. This is in excellent condition although older style. Full $7950
price
Terms to reliable party.
Ken Lowndes. Eves. 8-2151.

CITY WALKING
$1000 DOWN
A good bungalow, 5 rooms with Pembroke bath, and in excellent clean condition. Here is the chance to make a start for a home of your own. $4500
Total price
Mr. Sudbury 9-1906.

CEDAR HILL
4 BEDROOMS
A nearly new home and it has 4 lovely bedrooms plus finished area in basement. Good garden, too. A very private home of quality and pleasing appearance. For 4 bedrooms you should put this on your must see list. $16,800
Price on terms.
GEORGE RANDALL LIMITED
1309 Douglas St. Phone 4-8109

TOWN & COUNTRY HOMES LTD.
1923 Quadra St.
"PARKING NO PROBLEM"

$7950
REDUCED
Owner leaving will sacrifice this cute oil-heated bungalow with two bedrooms, utility and double garden lot close to bus and stores.
SEE IT! Phil Simpson, 2-7276; res. 5-5542. Terms, of course.

OFF QUADRA
OIL HEAT
Living room, dining room, kitchen wired for range, two bedrooms and bathroom full basement with two finished rooms, sink and toilet, new package oil unit. Walking distance to town. Try your down payment. $10,500
PRICE
Ken Sturgeon 2-7276 or 7-1580

VIEW ROYAL
4 BEDROOMS
2 Bathrooms
OIL HEAT
SEVEN rooms, full basement, hardwood floors in 18' LR and 11x11 dining room. Two rooms in the basement. Separate garage with toilet. Large lot. Electric kitchen plumbed for washer. Close to water. Taxes $145. Terms. PRICE (A unique listing) $12,950
Ken Sturgeon 2-7276 or 7-1580

24-HOUR SERVICE
2-7276

DICKIE & CO.
REALTY & INSURANCE
833 FORT STREET—2-4312, 5-4334

SIDNEY—
QUIET RETIREMENT
A lovely little home in SIDNEY for Mum and Dad. Four nice rooms with coal and wood furnace, Duroid roof and insulation. Situated on a landscaped lot, 50x110, with lawns, shrubs, fruit trees and well-planned garden. This attractive home has 2 bedrooms, LR, convenient cab kitchen plus utility, 4-pc bathroom. Few steps for easy living and separate garage. Good terms or would consider trade for city home. Half cash, full price $6800
only
Call Mr. Boer, eves 5-3610 or Mr. Baird, eves 4-0485, office 2-4312 or 5-4334

GOING EAST
ONLY $500 CASH
Must sell this 2-bedroom home, HIGH LOCATION on a nice lot with FRUIT TREES and shrubs. The LR and kitchen are both good size. Three-piece bath, ideal for a couple or small family. Attached garage, basement with coal and wood HA furnace. This INSULATED bungalow can be bought with $500 down plus agreement of sale or rent at $70 per month. $5900
Full price only
Discount for cash. Please phone Mr. Boer, office 2-4312; eves 5-3610; Mr. Baird, eves 4-0485; office 2-4312.

"FINE HOME POOR LOCATION"
Two factors are always considered when you buy a home. The LOCATION and the QUALITY of the home. Here is a wonderful 3-bedroom home abounding in quality and worth at least $13,500, but because its location is not the best you can buy it for only, full price $10,500
ON TERMS
Call Cy Sainsbury now, 5-6141, or 4-9035 evenings.

NORTHWESTERN SECURITIES OF VICTORIA LTD.

FAIRFIELD
Only $1,500 down (perhaps less). If you want either an excellent family home, or are looking for "Duplex possibilities," then you owe it to yourself to see this well-built home. It features 3 (perhaps 4) bedrooms, oil heat, electric hot water, rewired, copper plumbing, toilet and bath on both floors, and is near the sea. All this and more can be yours for only $1,500 down (perhaps less). Please call B. Cartwright, Northwestern Securities, at 5-6741 or 5-6893.

WEDNESDAY, JULY 16, 1958

ARIES (March 21 to April 19)—It appears to you today that all is going contrary to your desires. And it is best you steer clear of arguments at abode or there will be serious consequences. Simply isolate yourself and stick to your work earnestly.

TAURUS (April 20 to May 20)—Be particularly careful when you shop today, or are in conference or on calls. Keep a tight watch over your words as well as your purse, and do not anger others in any way. Look over financial papers for any mistakes.

GEMINI (May 21 to June 21)—If you do not exercise the greatest wisdom in any investments whatsoever today, you may find yourself in the red very quickly and rue the day. Be calm and logical in all that you do. P.M. take care of yourvocal organs.

MOON CHILDREN (June 22 to July 21)—The world seems to be against you today and you would like to indulge in some pretty bitter weeping, but if you exercise true wisdom and combat others with a broad smile and a pat on the back, you will gain so much. Be kind.

LEO (July 22 to Aug. 21)—No matter what private anxiety has you in a dither, don't take it out on innocent persons about you. Grind your axe on the persons who deserve it, but bless and be good to those you know are your finest friends and boosters.

VIRGO (Aug. 22 to Sept. 22)—With panetary aspects not too favorable, a nervous friend becomes irritable with you today simply because he or she does not have the wisdom of self-control. Understand this and and forgive. You will get an apology.

LIBRA (Sept. 23 to Oct. 22)—See that you abide by all established rules and regulations today to the letter. And don't be too economical or it will cost you more in the long run. Pay your bills and work diligently, carefully.

SCORPIO (Oct. 23 to Nov. 21)—Distant pastures certainly look more inviting to you today, but if you forsake present security to follow a will o'-the-wisp, much heartbreak can ensue. Make your present position strong instead. Study and work hard.

SAGITTARIUS (Nov. 22 to Dec. 22)—An executive could certainly give you a rough time of it today for some error of yours, and possibly too much so. It is best to hold your tongue and save yourself even more bitter experience. Don't take it personally.

CAPRICORN (Dec. 22 to Jan. 20)—Disgruntled partner will put you on the carpet today, if you give him or her a chance to da so. Let your words be sweet and your manner detached. And keep up your end of agreements made. Steer clear of an enemy.

AQUARIUS (Jan. 21 to Feb. 19)—While planetary aspects are not particularly good, and you want to give vent to your ire at some unexpected problems that have arisen, it is best to calmly get them adjusted and be grateful things have come out in the open now.

PISCES (Feb. 20 to March 20)—You are feeling upset because you cannot enjoy yourself as you would like today, but it is well to spend the day getting wardrobe in order, freshening up the house and getting more physically fit for the round of activity just ahead.

IF YOUR CHILD IS BORN WEDNESDAY . . .

The forceful little personality born Wednesday is the type who will quickly try to impose his or her will on others in order to gain supremacy. Yours is the duty to each that lifeless things can be sent to any shape, but that other human beings have a will of their own, and that co-operation and harmony are the best tools at hand. Great horoscope for the government and police professions.

FOR YOUR COPY of Carroll Righter's individual 16-page Forecast for August send your birth date and 50 cents in coin to Carroll Righter Forecast, Victoria Daily Times, Box 1895, Grand Central Station, New York 17, N.Y.

150 HOUSES FOR SALE

B.C. LAND
& Investment Agency Ltd.
B.C.'s 100th Year—Our 95th Year

OAK BAY NORTH
3 BEDROOMS
Very attractive and well-planned 4-year-old stucco bungalow, situated on a good garden lot amongst new homes, close to Cadboro Bay Road. L-shaped living room-dining room with open fireplace, electric cabinet kitchen, 4-piece tiled bathroom and 3 bedrooms. Full cement basement with finished rumpus room, drive-in garage and automatic oil hot-air heating. Fully insulated, including basement. $17,200
NHA 5¼% mortgage $15,950
at $77 PIT. Price
Call Mr. Hope, 4-4115 anytime

JUBILEE DISTRICT
GOOD FAMILY HOME
4 BEDROOMS
This solidly-built home is in very clean condition, consists of entrance hall, living room, dining room, four double bedrooms, kitchen with oil stove included, 3-pc bathroom, all on ground floor, large unfinished attic up. Full basement, wood and coal HA furnace, separate garage. Price $8700
Good Terms.
Call Mr. J. Mackenzie, 4-4115 anytime.

OAK BAY SECLUSION
Semi-well built and finished 6-Ensuite stucco bungalow situated on quiet street North of Avenue. Just 5 years old. 3 bedrooms. Very smart kitchen. Basement. Oil heat. Easy walk to shop. Price $17,700

WATERFRONT
SUPERB VIEWS
NEAR NEWPORT
Spacious semi-bungalow with 6 rooms down and large unfinished attic. Very fine living room (large) facing sea. Guest size dining room, 2 large bedrooms and one small one. Oil hot-water heat. A lot of house and a wonderful site for the money. Price $21,000
Call Mr. C. R. Vivian Bagshawe, 4-4115 anytime.

GORDON HEAD
SEA VIEWS
Beautiful modern 3-bedroom bungalow with panoramic views of sea and mountains from most rooms. Quality home with sundeck off the dining room and artistic slate patio on south side. Full basement with panelled rooms, almost complete. Owner transferred, first time offered, excellent NHA terms. $17,500
Full price
Please ask for Mr. W. O. Cameron, 4-4115 anytime.

922 GOVERNMENT ST. 4-4115
Member
Real Estate Board of Victoria

High Saanich Spetial
Three-bedroom stucco bungalow in nice condition. Thru hall, living room 13½x17 fireplace. Large cabinet kitchen wired. Dinette 11x12. Bedrooms 13x13, 11x13 and 10x14. Oak floors 4-pce bathroom. Attached garage. Full high basement. Piped furnace. Terms $3,300 down and $65 monthly. $10,975
Bargain at
Alex Page, 5-6741 or 3-1594, Northwestern Securities of Victoria Ltd., 631 Yates Street.

270 SUPERIOR ST.
Central Mortgage-type 5-room shingle finished bungalow. Living room 12x16, cabinet kitchen wired, 2 bedrooms and dining room or third bedroom. Oil circulating heater. Garage and workshop 18x22. $2,620 down, $50 monthly.
Alex Page, 5-6741 or 3-1594, Northwestern Securities of Victoria Ltd., 631 Yates Street.

LEAVING VICTORIA
Attractive 1-floor plan with 7 rooms, 3 bedrooms one with adjoining washroom, 4-piece bathroom, large living room and den with fireplace. Full basement. Oil heat. Very attractive kitchen with dining space. Landscaped garden with shade trees. By owner. Uplands Rd. 2-3255 for appointment.

150 HOUSES FOR SALE

DOUGLAS HAWKES & CO.
817A FORT ST. 4-7128

CHARM
AND
INDIVIDUALITY
A home that is truly different, comprising spacious entrance hall, living room with fireplace and picture windows, dining room, which has French door opening onto a lovely patio; large modern kitchen, 2 bedrooms, tiled bathroom, full cement basement with finished rumpus room and extra plumbing. The grounds are fully landscaped. $16,900
Full price with terms
Phone Mrs. Newton, 4-7128 or Res. 3-0096 anytime

ISLAND HOMES
LIMITED
2510 Douglas Street 5-7511

THIS IS IT
BRAND NEW BUNGALOW
Here is one of the choicest stucco bungalows money can buy. It has EVERYTHING. LR with Roman tile FP, large elec cab kitchen with dining area, 2 perfect bedrooms. All oak floors, full high basement with laundry and beautiful heating unit (pkg oil) plus dr-in garage with tilt-up door, all aluminum sash, sun at door, nice views and handy to town. WHAT A BUY for only $10,750
with good termsat
Call Mr. Clarke, 7-6510 or 5-7511

OAK BAY
NEW N.H.A.
Located on a 99x80 lot near the golf course. This exceptionally well-built 3-bedroom home has "L" living-dining room, vanity bathroom, rumpus room area, roughed-in plumbing, full basement, drive-in garage. $17,450
Full price
$4,547 down, balance on 25-year 6% loan, $32.55 per month.
L. H. Rands 3-4117. Res. 2-8980
LEACH & SPARKS, 1119 Blanshard

OLD WORLD GARDEN
Old time cottage on ½ hillside. On the hill overlooking Langford Lake. Glimpse of the Olympics. The 4-roomed cottage needs a new roof and complete redecoration. Cherries, plums, apples and walnuts in bearing as well as grapes, raspberries and strawberries, holly and a wealth of shrubs and flowers. One-roomed shack. Greenhouse 10x20. Lot 100 ft. frontage and over 4 hillside acres. $2,500 down and $50 monthly. Alex Page 5-6741 or 3-1594, Northwestern Securities of Victoria Ltd., 631 Yates St.

$800 - DOWN - $800
1231 BALMORAL
Large 6-room plus bungalow, 1,700 sq. ft. No basement. New roof. Lot 81x135. Good outbuilding. Owner must sell. $7200
Price
Mr. Carmichael, res. 4-7308

ALFRED CARMICHAEL & CO LTD.
1239 Broad Street 4-7341

TRANSFERRED
Owner must sell his 4-room siding bungalow in Vic West, situated on large lot with fruit trees, extra workshop at rear. Spotless condition. New oil range included. Taxes only $68. $1400 down, balance as rent. $6250
Price
Call Bill Ludlow, 2-7276 or 2-5191, Town & Country Homes Ltd.

LARGE, OLDER FOUR-BEDROOM family home, or could be used for revenue. Bargain for cash or will take terms. 232 Superior Street.

4-ROOM WHITE STUCCO HOUSE, 2 years old. Full basement. 4-3072.

151 COUNTRY HOMES and PROPERTIES

SHAWNIGAN LAKE
PREMIUM PROPERTY
600 ft of the choicest waterfront, approx. 7 acres in extent and offering complete privacy, this beautiful spacious and well-furnished summer residence is one of the finest on Vancouver Island. Large living and dining rooms four bedrooms two bathrooms den with fireplace storage rooms kitchen utility room guest cottage garage, boathouse, gumnhouse etc. Blacktop highway from Victoria to property entrance. Full particulars from exclusive agent, Mr. J. Burridge, F. N. Cabeldu Ltd. Tel. 3-7174; eves. 7-6545.

DEEP COVE — 3 ACRES
MODERN BUNGALOW
Comparatively new. Large living room, three bedrooms, large kitchen with dining area, bathroom, utility room off kitchen. Small barn, poultry house; assorted fruit trees; abundant water supply. Convenient location on paved road. Exceptionally good value at $10,500.
Good Terms.
Call M. A. Campbell, 4-9335.
A. Bernard & Co. Ltd., 629 Fort St.

SOOKE
Attractive new three-bedroom stucco bungalow, half block from village centre, bargain at $5,490. Terms. Phone Sooke 104H.

153 WANTED TO BUY—HOUSES

"Small Home Wanted"
Newly-married couple have been given $2,000 as a wedding present and want me to find them a little "bride's special" 2 bedrooms, on, for the baby; should be under $16,000 and a monthly payment not over $80. Will your house do?
Call Bruce Cartwright, 5-6741 or 5-6893 evenings. Northwestern Securities of Victoria Ltd.

URGENT
$15,000
ALL CASH
A client just arrived from Calgary, will pay all cash for 3-bedroom house. If your home is for sale help me locate this client. Dial MRS. M. SIMPSON, 5-6741 or 5-5542. Northwestern Securities of Victoria Ltd.

HARD-TO-SELL
WANTED—A hard-to-sell, older-type, four-bedroom, clear title home in trade for modern two-bedroom, no-basement, four-year-old stucco bungalow in University district. Please call Eric A. MacFadyen, 5-6741, North Western Securities of Victoria, Ltd., 24-hour telephone service.

DID YOU KNOW
THAT Your home is worth more if you trade?
THAT You can get your full equity if you trade?
THAT No refinancing is necessary if you trade?
THAT I have clients who are ready to trade for your home?
THAT I can give full trade details with no obligation?
Dial MAURICE N. SMITH, 5-6741; eves. 2-3658. Northwestern Securities of Victoria Ltd.

FOR CASH
URGENT
I need an older-type home, not too far out for an elderly couple. Will pay cash up to $6,000. Phone me now this is urgent. HOMER M. SMITH, 5-6741 or 4-2160. Northwestern Securities of Victoria Ltd.

REVENUE NEEDED
My client has instructed me to find him a revenue property. He is waiting with $20,000 to buy or use as down payment. If you are wanting to dispose of your good income property call MAURICE N. SMITH for prompt personal service. 5-6741; eves. 2-3658. Northwestern Securities of Victoria Ltd.

CASH
URGENT
Buyer here from Alberta for five or six-room home. Please help me avoid a long and expensive stay in an auto court or hotel accommodation for these people. Call C. A. James, 5-6741 or 2-6787. Northwestern Securities of Victoria Ltd.

RETIRED COUPLE
Wants a small home in any area close to transportation. 4 rooms with basement optional. All cash to $9,000. Phone Norman Thornber or Gordon Marshall at Byron Price Realty, 5-2458; eves. 9-1853, 9-2725.

WANTED
NEAR VETERANS' HOSPITAL
Neat bungalow with no basement or steps. Must be in good condition. Around $6,500. Please call Mrs. McLean 4-9335, eves 4-6862. A. Bernard & Co. Ltd.

WANTED
Good home in Fairfield. Client with considerable cash requires home with 2 or 3 bedrooms. Call Len LeDoux, Fairfield Realty, 5-9765; eves. 2-9852. 335 Cook St.

IF YOU ARE THINKING OF SELLING and care to list with H. G. Dalby & Co. Ltd. yours might be the place we are looking for. We have genuine buyers for homes and business property. For prompt service call Mr. Kemp at 3-6241, eve. 5-2597. We cannot list Multiple.

WANTED
SMALL HOMES
With or without bsmt, any age, any size and in all price ranges. For prompt, courteous service phone Mr. Haney, 5-3435; res. 2-2186.
P. R. BROWN & SONS LTD.

MY CLIENT WILL PAY UP TO $16,000 cash for a modern three-bedroom home in a good district. Utility off kitchen if possible. For immediate inspection call Mr. Fraser, 4-9305, res 5-3751. Financial Survey Ltd.

WANTED
ALL TYPES OF HOMES
All prices, with or without basements, new or old. Please phone Jim Ransen, 5-8771, res. 5-8614. Brown Bros. Agencies Ltd., 1129 Blanshard St.

TO SELL YOUR HOME, YOUR apt. duplex or farm list with the sales staff of George Randall Ltd. A steady clientele of genuine buyers for what you have to sell. Phone 4-6109.

I WILL BE PLEASED TO COME to your home to discuss the best means of selling. No obligation. Call Mr. Hawkes at Douglas Hawkes & Co., 4-7128 (after hours 5-2589), 817A Fort.

WANTED — FOURPLEX OR TRIplex, well located. Buyer waiting. Please call Mr. Cox of Swinerton's, 3-7181; res. 3-3814.

SIX-ROOM HOUSE OR DUPLEX, Gonzales district near waterfront. Victoria Press, Box 135.

BY OWNER, NEW 2-BEDROOM house, spacious, mahogany cabinets. Basement. $12,900. Half cash. 4-7761.

154 PROPERTY FOR SALE

APPROXIMATELY 1¾ ACRES ON East Saanich Road, north of Stelly's Crossroad. Lovely view, nice location for country home, suitable for berries, etc. Some improvements. Price $2,500. Discount for cash. Phone 5-7460.

APPROX. 3½ ACRES FINE LAND good stand of timber, subdivided, ample water. Situated on good road. All this for $3,000 full price and terms to suit. Reputable buyer call J. C. Jeffery 4-9338 or 2-2724, A. Bernard & Co.

SEA-VIEW LOTS
In popular Gordon Head and Brentwood. N.H.A. approved. Terms. For details and plans call Bel Shragge, weekends or eves., 2-8802. King Realty, 2-2131.

LOT FOR SALE, IN VIEW ROYAL. 9-3177.

IT HAS ATTRACTED THIS "ADVERTISING MAJORITY" ONLY BECAUSE IT BRINGS RESULTS

IT IS GREATER IN DOLLAR VOLUME THAN RADIO, TV, WEEKLY MAGAZINES AND IT IS TRULY—"THE MARKETPLACE OF THOUSANDS"

TO PUT IT TO WORK FOR YOU JUST PHONE 2-3131 OR 3-4111

154 PROPERTY FOR SALE

DALBY & CO.

Real Estate and Insurance
1010 Blanshard — 3-6241

SECLUDED
SOOKE HOME
On eight acres of good land, five cleared, five room bungalow, full basement, drive-garage, living room 22 by 16, two full size bedrooms, large electric kitchen and large sun porch, chicken house, 24 by 110, brooder 26 by 62, shed for four cows, two other small buildings 12 by 14 and 12 by 20. Full price only $11,000
With Terms.
Mr. Kemp, evenings 5-2597.

SECLUDED
OAK BAY LOT
REDUCED PRICE
47 acre in the heart of Oak Bay! Close to bus and schools. THIS IS A GIFT AT $3450
Cash. For further information please call L. Moillet, office 5-8704, home 9-2620; Frank A. Martin Agencies Ltd., 1114 Blanshard Street.

"INVESTORS"
Here is your chance to buy this valuable 1.38 acres of land. It is suitable for duplexes or stores. There are two houses now on the property. Full price is $23,000. Will sell all or part. For further particulars dial Mr. Rene Desbois at 5-6741 or 4-1987, Northwestern Securities of Victoria Ltd.

SOOKE
4 BEDRMS, 6 ACRES, $3,500 DOWN
Nice location on pavement. City water, light. Rear of property extends to Sooke River. Eight-room house, cosy setting, lawn and shade trees, fireplace, stone. Ideal for family. Easy terms arranged. Full asking price $3,950
For particulars, call Mr. Houston, 5-3435; res. 5-6476.

P. R. BROWN & SONS LTD.

SEA FRONTAGE, 35 ACRES, 1 HR. from Victoria, super-exclusive! Beaches, harbor, creek, some timber, salmon fishing. Seclusion. Brochure available. Private, Victoria Press, Box 109.

2 WATERFRONT LOTS NEAR SIDney, each lot 50x120. Owner wishes to sell both to same party for $2,500. Please call Mr. Cox of Swinerton's, 3-7181, res. 3-3814.

DOUGLAS VALLEY SUBDIVISION. Douglas and Kenneth Streets. 14 choice building lots. Island Investment Co. Ltd., 774 Fort Street, 4-7146 days, 4-6171 or 9-2611 eves.

WATERFRONT LOT TEN MILE Point, 175-ft. frontage. Beautifully treed. Light and water available. Apply E. E. Heath 3-3103.

LOT, 70x150, o PLEASANT LOCATION, $1,200. Parson's Bridge. 8-2674.

HAVE 5 ACRES AT THE HEAD OF Ucluelet Harbor. 4-6343.

NORTH SAANICH PROPERTIES. Gordon Hulme Ltd., Sidney 120.

SEA-MOR AT CORDOVA BAY. Victoria's finest view lots. 5-1614.

LOTS FOR SALE, INTERURBAN and Marigold, $700 each. 5-2515.

155 PROPERTY WANTED

WANTED
Large house on 3 or 4 acres, vicinity Royal Oak. Also, secluded 4 rms on aprox. 1 acre. Call Mrs. Lavender, 2-4251 or 5-6327.

RITHET CONSOLIDATED LTD.

WANTED LOTS ON SEWER. Kassan Construction. Phone 5-5614.

156 ACREAGES FOR SALE and WANTED

8 ACRES, CLEARED, 5-MILE circle, city water, stream, suitable farm or horse ranch, $6,000. Reasonable terms. 9-4484.

APPROXIMATELY 1.5 ACRES, LOT No. 3, on Catlow Road, off Painter Road, $1,250. 5-2568.

158 FARMS FOR SALE and WANTED

Farms With Seafront
365 Acres
500-acre farm, 100 cleared, 20 in crop, good barn and home. To view phone Al Meeuse, 9-5194.

TAYLOR SPITTAL LTD.

DAIRY AND STOCK FARM
OVER 100 ACRES
Choice, well-developed land, over 80 acres in hay and pasture; abundant water supply. Excellent family home of 8 rooms, well constructed barn with metal roof, large hay loft, guest cottage, poultry houses, garage, garden, fruit trees. Formerly used exclusively for dairying. Can be operated as dairy or stock farm or both. Fields all well fenced and cross-fenced. Paved road. Choice location, ideal, attractive setting. Exclusive listing. Wonderful value at $23,000 for land and buildings, 77 head of stock, complete line of modern machinery optional for additional $8,500. Asking down payment of $10,000.
Call M. A. Campbell, 4-9335.
Weekends phone Cobble Hill 49-Y-2.
A. Bernard & Co. Ltd., 629 Fort St.

63 ACRES — SEAFRONT
Close to city. 45 acres cleared. $800 per acre, which includes all bldgs., 7-rm house, lge barn, etc. Lovely view. Perfect for horse ranch or riding school. Easy down payment handles. Stan Hyland, 4-9365; eves. 9-5307. Financial Survey Ltd.

BULB LAND — 13 ACRES
Fine fertile soil in Central Saanich. About 10 acres cleared. Price $600 per acre. F. N. Cabeldu Ltd., 3-7174. G. H. Naylor, res. 9-5094.

Qualicum College Hosts 35 Boys From RC Parishes

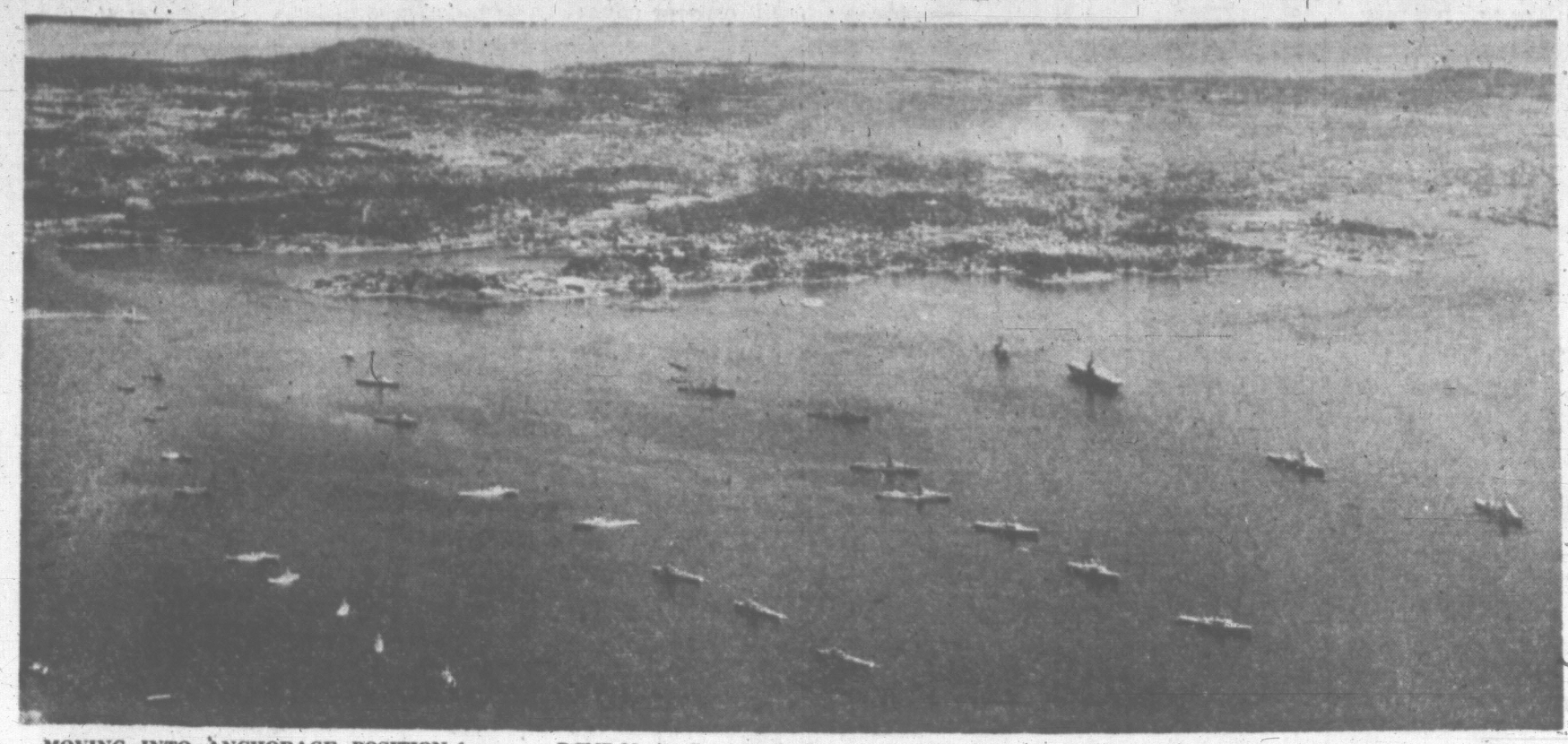
QUALICUM — About 35 boys from the Roman Catholic parishes of Nanaimo and Qualicum-Parksville have arrived at Qualicum College for two weeks of instruction and holidaying under direction of Rev. W. H. Bulloch of St. Theresa's Church here.

On July 20 they will be succeeded by 60 younger children from the same areas.

At the end of the month members of the Christian Brothers of Ireland, well-known teaching order, will arrive for their annual vacation. The Brothers operate St. Louis College in Victoria, Vancouver College, and other institutions in the northwest.

Children Electrocuted

MUNCIE



MOVING INTO ANCHORAGE POSITION for review today, warships of three nations dropped hooks in Royal Roads Monday, were joined by ships of the RCMP Marine Services, the Department of Transport and the Department of Fisheries. This is the fleet to be reviewed by Princess Margaret, from HMCS Crescent, senior ship of the Second Canadian Escort Squadron.

. . . MARINES

Continued from Page 1

actually cut, let more rumors than fact filter out.

In Amman reliable sources said officers of the Iraqi army contingent there had called on King Hussein late Monday and pledged their loyalty.

SITUATION CONFUSED

The Jordan delegation in Bonn, Germany, claimed that the situation in Iraq "is not under the control of the few officers who assumed power." A legation statement admitted the situation in Iraq "is not clear," but it said King Hussein was acting in conformity with his capacity as new head of the Arab Federation of Jordan and Iraq and was "confident of himself and the future."

As the marines streamed ashore at Beirut, the situation there was quiet as it has been for days.

There was no sign of gunfire or explosions from the rebel-held area of the city but Lebanese army patrols moved through the light noontime traffic. The Lebanese radio played music.

The original Fort Edmonton was built in 1795, about 20 miles east of the present city of Edmonton.

Another Winner in
EATON'S
Century Sam Colouring Contest
Winner of a Centennial Silver Dollar
LYNNE BONNELL

Watch EATON'S advertisements for more winners.

. . . FORCES

Continued from Page 1

British troops "are not taking part."

Lloyd told a tense, packed session of the House of Commons that British forces in the region—presumably the East Mediterranean — have been alerted in case of emergency.

British opposition Laborites greeted his statement with jeers and cries of "another Suez!"

* * *

PARIS — American and NATO sources said today the United States has no plans to send troops anywhere in the Middle East except Lebanon.

These sources specifically denied Cairo reports that American and Turkish airborne forces were landing in Jordan.

* * *

NAPLES, Italy — The mighty U.S. 6th fleet sailed for the eastern Mediterranean at dawn today with a striking force of planes, missiles and shore landing parties.

A navy spokesman said the mission and precise destination of the 50-ship armada were classified.

The aircraft carrier Saratoga, carrying jet fighters and bombers with atomic capabilities, steamed out of Cannes, France. From nearby Villerfranche sailed the armada's flagship, the cruiser Des Moines.

* * *

BEIRUT—Baghdad radio said today that all persons working with the United Nations in Iraq are safe. It gave no idea of what possible effect Monday's sudden rebellion might have on UN operations.

The broadcast mentioned no individuals. Milton Gregg, VC, a native of Fredericton, N.B., and federal labor minister in the former Liberal cabinet, is resident representative for the UN technical assistance program in Iraq.

* * *

OTTAWA—Forty-three Canadians are known to be in Iraq.

"We do not know what British officials in Iraq are doing about it, but in any arrangements they may have to make they will look after Canadians on the same basis as British citizens," the spokesman said.

* * *

PARIS — The French fleet was reported alerted today and informed sources said the possibility of a French move in the Middle East crisis was increasing hourly.

Premier Charles de Gaulle summoned his top military and diplomatic advisors for urgent talks on possible French intervention.

* * *

CAIRO — The pilot of an American airliner said today Iraqi revolutionary troops set up machine guns around the aircraft to prevent it from taking off from the Basra airport.

The plane, a TWA Superconstellation, carried 30 passengers, about 20 of whom were Americans. It was detained at Basra for 15 hours.

* * *

ANKARA, Turkey — Headquarters of the Baghdad Pact will be changed from revolt-torn Baghdad to Tehran, and the remaining members will try to keep the anti-Communist alliance alive, informed sources reported today.

* * *

CAIRO—The United Arab Republic granted diplomatic recognition to the new Iraqi government.

The official announcement came shortly after President Gamal Abdel Nassar cabled his good wishes to the Iraqi revolutionary leaders.

* * *

JERUSALEM, Israel — Israel appealed today for "quick and firm action" by the United States to prevent the rest of the Arab world from falling to President Nasser.

Israeli government quarters made no attempt to hide their concern over the seizure of power in Iraqu by pro-Nasser military elements.

LOTTERIES

CHILLIWACK — The Chilliwack board of trade has approved the recommendations of its committee on lotteries and will forward them to the Canadian Chamber of Commerce.

Committee members Gordon Harding and Rudy Bourque recommended that lotteries for agricultural associations be permitted to a total of $50,000 for Class A fairs and to a total of $10,000 for Class B and C fairs.

A pre-sale of tickets was also recommended.

MARGARET BRAVES HEIGHT TO SEE ROCKET

Princess Margaret ventured onto a small platform atop the sharply sloping roof of the Empress Hotel Sunday night for a view of the carrier rocket of Russia's Sputnik as it sailed over Victoria, it was learned Monday.

The adventure is understood to have thrown hotel officials into a panic.

She viewed the Russian satellite rocket, from a platform some 150 feet above the ground. The platform is protected only by waist-high iron grillwork.

Errant Cameraman Told Off, Freed

A 17-year-old amateur cameraman unceremoniously removed from Princess Margaret's processional route to City Hall Monday when he ventured part way into the royal car was released from custody after a sound talking-to.

Police said he had a new camera and "lost his head" at the opportunity of getting a real close-up.

During a worried two-hour stay at city police charge office he missed the rest of the colorful proceedings on the Causeway.

Colonel Mountain, 9,140-foot peak in British Columbia, is named after Col. Aime Lausseedat, originator of photographic surveying.

IWA Pay Talks Resume Wednesday

Chief B.C. government conciliator William Fraser said today meetings aimed at averting a strike of 28,000 members of the International Woodworkers of America in the province adjourned Monday without result and would resume Wednesday.

Enjoy a Delicious Meal in
EATON'S
Victoria Room, Fourth Floor
Individual Casserole of Beefsteak and Kidney Pie
Parslied Steamed New Potatoes
Fresh Frosted Mixed Vegetables
Roll and Butter
Lemon Chiffon Ice Slice
Tea or Coffee
Special 1.00
EATON'S—Victoria Room, Fourth Floor

New Relief for Hay Fever Victims with this new Tablet Invention

Clear, free breathing restored in minutes as congested nose-sinus zone is de-congested —stops sneezing, watery, itching eyes

Toronto, Ont. (Special) Observers here are hailing a remarkable new advance against the most unrelenting misery of hay fever—congestion in the nose-sinus zone.

A way has been found to decongest this congestion. This is the central fact which has aroused so much interest on the part of hay fever sufferers who have never found satisfactory relief.

Up to now, nose drops, eye drops, inhalers, sprays and antihistamines have given some measure of relief. But today you can expect much more complete comfort. This new compound reaches *all the congested nasal areas* from all sides, through the blood stream. It opens stuffed-up, blocked nasal passages. Free breathing is restored in minutes. Stops unpleasant sneezing; watery, itching eyes are cleared.

New Tablet Invention

It took a new kind of tablet—in fact a unique *three layer* tablet invention—to combine the special ingredients which make this formula so amazingly effective. Among them is a new decongestant substance so effective it has become the single ingredient most prescribed by doctors for relief of congestion in the nose-sinus area.

Available without Prescription

Available without prescription—this new tablet invention is called Dristan. Its unique combination of ingredients—(1) opens up blocked breathing, (2) stops unpleasant sneezing, (3) clears red, watery, itching eyes.

Hay fever sufferers who want fast, complete relief are notified that Dristan Decongestant Tablets are available without prescription. $1.25 at all drug stores.

Man what comfort! It's like walking on air

new SUPER CUSHION HEELS
Made only by GOODYEAR
Get that walking-on-air sensation. The new Super Cushion Heels with the amazing Elasto-Crepe insert absorb shock and reduce foot fatigue. Your repair man stocks super-comfortable, Super Cushion Heels by Goodyear. Try a pair and enjoy a light, relaxing step . . . man what comfort!
TWICE THE WEAR IN EVERY PAIR

EATON'S SEMI-ANNUAL SALE
FURNITURE AND HOUSE FURNISHINGS

Starts Wednesday, July 16th

Read Your 10-Page Flyer

Check your value-packed flyer now, before you come into town . . . save yourself time and trouble, make your shopping day easier! And remember, EATON'S Budget Plan Terms may be arranged, if desired, on purchases of 15.00 or more, with NO DOWN PAYMENT!

9 o'clock Specials
On Sale from 9 a.m. to 10 a.m. if Quantities Last Please, No Telephone or Mail Orders

Women's Pyjamas
Cool, comfortable, dotted cotton pifsse pyjamas, styled with mandarin neckline; in white, with gay red and blue piping trim. Sizes 34 to 40. 9 o'Clock Special, pair 1.99
EATON'S—Lingerie, Second Floor

Outdoor Furniture Sets
Cape Cod style set consists of a foldaway table and two comfortable chairs, to make outdoor relaxing these warm summer evenings so enjoyable! 9 o'Clock Special, 3 pieces 6.99
EATON'S—Furniture, Second Floor, House Furnishings Building

Bathroom Hampers
12 only, so shop early! Well-constructed "Teco" hampers with rounded corners and padded plastic seat. Assorted colours. 9 o'Clock Special, each 9.89
EATON'S—Housewares, Lower Main Floor

Flannelette Yardage
Suitable for babies' nightgowns, diapers, also for linings and many, many other household uses . . . 27" wide, limit of 15 yards to a customer. 9 o'Clock Special, 4 yards 1.00
EATON'S—Bargain Basement

Tennis Racquets
To enjoy a good game of tennis use a nylon-strung "Bentley" racquet . . . made with extremely sturdy frame, rubber handle grip. 9 o'Clock Special, each 5.19
EATON'S—Sporting Goods, Main Floor, House Furnishings Building

Children's Slippers
Here is an opportunity to save on fur-trimmed moccasins and terry towel Romeos. Choose from assorted colours, all sizes collectively, from 7 to 2. 9 o'Clock Special, pair 1.00
EATON'S—Family Shoe Centre, Second Floor

Upholstery Plastic
Do your own upholstering with this heavy-weight plastic, made for longer wear. Your choice of yellow, green, red, ivory and black. Width, approximately 54 inches. 9 o'Clock Special, per yard 98c
EATON'S—Draperies, Second Floor, House Furnishings Building

Flashlights
Get an extra flashlight now, in case of emergencies . . . these are well made, with brass case in colours of red, green or black. Takes standard batteries. 9 o'Clock Special, each, less batteries 89c
EATON'S—Small Appliances, Main Floor, House Furnishings Building

1 o'clock Specials
On Sale from 1 p.m. to 2 p.m. if Quantities Last Please, No Telephone or Mail Orders

White Enamel
Home decorators—now is the time to touch up those interiors, those areas you have been meaning to do for so long! Both Quick Drying and Interior Semi-Gloss Enamel in white only. 1 o'Clock Special, per gal. 3.99
EATON'S—Paints, Second Floor, House Furnishings Building

Pruning Shears
Here's a bargain, gardeners! And at the same time, make your pruning chores easier by using a pair of these "Pruneasy" shears, made by a well-known British manufacturer. 1 o'Clock Special, pair 1.79
EATON'S—Hardware, Lower Main Floor

Badminton Sets
Badminton is a game young and old may enjoy all year round . . . start playing now, with one of these sets, which consist of plastic shuttles, net and two racquets. 1 o'Clock Special, set 7.49
EATON'S—Sporting Goods, Main Floor, House Furnishings Building

Candy Bars
Candy for quick energy . . . what more pleasant way to get energy than with these delicious Gloria and Florida bars, manufactured by Trumpf. 1 o'Clock Special, 2 for 15c
EATON'S—Candies, Main Floor

Carpet, Half Price
Cinnamon shade only, in "Royal-Tex," a strongly woven viscose fabric bonded to sponge rubber backing. Width approximately 36", lengths up to 9 yards. 1 o'Clock Special, yard 2.25
EATON'S—Floor Coverings, Main Floor, House Furnishings Building

Girls' Tee Shirts
Colourful shirts in blue, yellow or white, with embroidered trim. Sleeveless, round collar style, of interlock combed cotton, in sizes 2 to 6. 1 o'Clock Special, each 50c
EATON'S—Bargain Basement

Extension Dryer
Use it in the bathroom for 15 feet of extra drying space! Easily installed on a door or the wall above the tub. All-metal construction, cadmium-plated finish. 1 o'Clock Special, each 2.99
EATON'S—Housewares, Lower Main Floor

Rayon Bengaline
Fashion-conscious women know that bengaline is the material for duster coats and other pretty summer wear. Choose now from brown, copen, royal, charcoal, tan, pink or aqua. Width, 45 inches. 1 o'Clock Special, per yard 99c
EATON'S—Fabrics, Third Floor

It Pays to Shop at EATON'S
Store Hours: 9 a.m. to 5.30 p.m. daily. Friday, 9 a.m. to 9 p.m.
Phone 2-7141 or Toll-Free Zenith 6100
THE T. EATON CO LIMITED CANADA

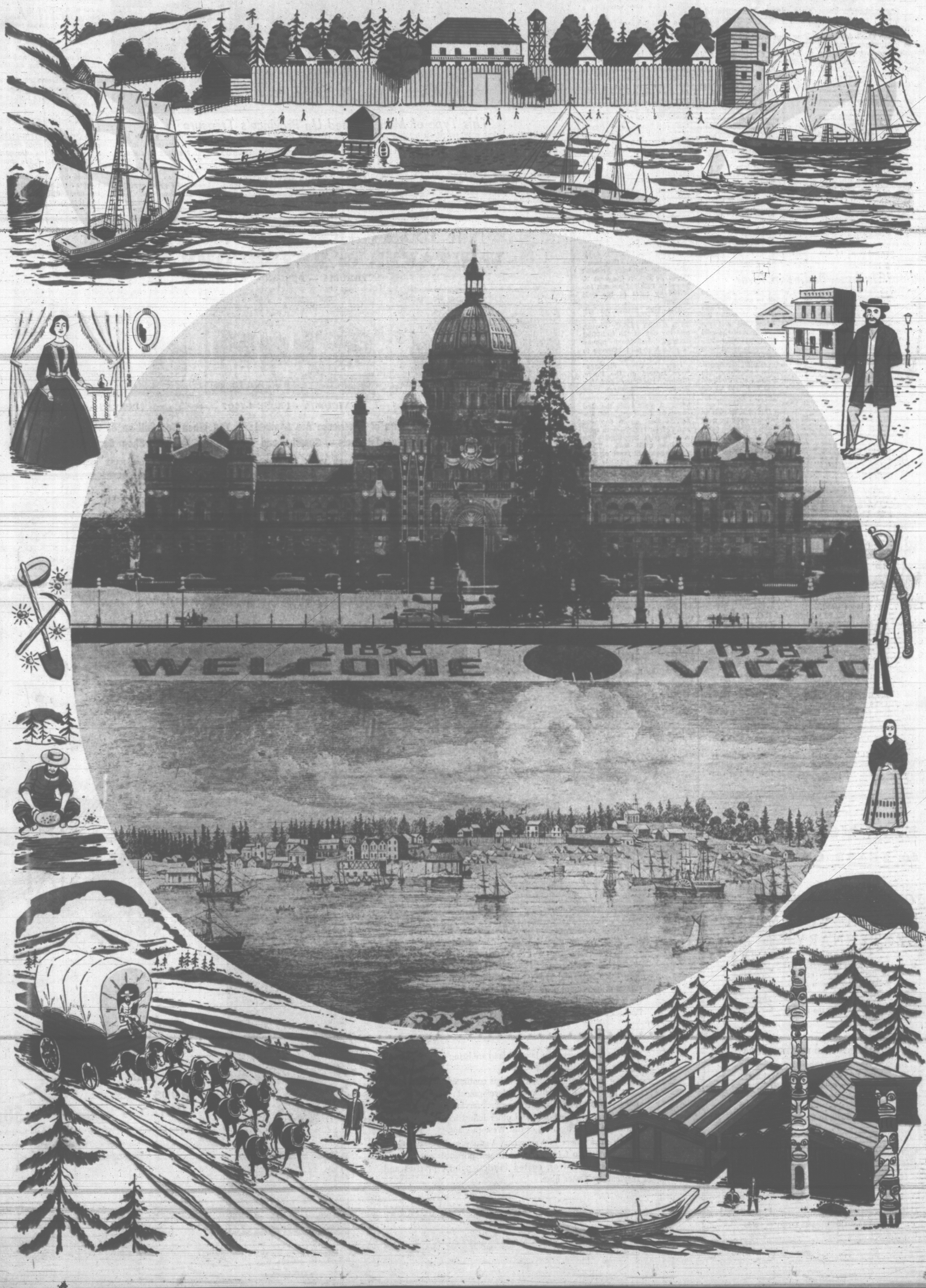
CENTENNIAL EDITION

Victoria Daily Times

FIRST SECTION

VICTORIA, B.C., TUESDAY, JULY 15, 1958

B.C.'s First Hundred Years



Gold Fever Madness Gave Birth to B.C.

It was the spring of '58 and the Gold Rush was on. With varying intensities it lasted for 20 years.

Husbands left wives and young ones.

Beardless boys ran away from school.

Soldiers deserted their post and crewmen fled from ships.

The gold fever became a madness. Men suffered and swore, sweated and froze, fought Indians and privation.

Some made fortunes. Few kept what they made.

The real winners weren't the high-booted, hard-talking, grizzled sourdoughs, but the generations which followed. for the miners punched out the trails, opened the country and led to the establishment of the government of British Columbia.

Gold had been found in California in 1848. Three years later small deposits were found in the Queen Charlottes. In 1855 a "strike" was made on the Columbia River just north of the U.S. border. Wandering "forty-niners," drifting north from California heard of new finds on the Thompson and Fraser Rivers in 1856.

In 1858, due to Hudson's Bay Company reluctant policies of settlement—(settlers boded ill for the fur trade), it was estimated there were but 450 settlers west of the Rockies.

In April of 1858, 450 gold seekers boarded a single vessel at San Francisco and headed north. In May another 1,262 arrived. In June 7,149 and in July 6,278.

They came by land and by sea. The gold dust trail started often as far away as Hawaii, Central and South America, or in Europe. Those who came by sea landed at Esquimalt, Victoria or Puget Sound ports.

Men heading into Yale and Hope paid $50 for a barrel of flour, small fortunes for mining or cooking utensils. Once supplied, the would-be miners turned to the problem of crossing to the mouth of the Fraser—river of gold.

Called "The Fraser River Flotilla" — about 30 skiffs, canoes and sailboats left Victoria one day for Fraser River, with 500 miners.

Indian Clashes—Bodies in River

By May 1 the rush had reached up the Fraser as far as Lytton. Most arrived in June and high water held them from the bars. Some returned with hopes shattered. There were clashes with Indians which drove many back to Yale. Bodies of several who stayed floated down the Fraser later.

Bar mining claims were 25 feet square. From some of these postage-stamp plots, fortunes were panned. Hill's Bar, south of Yale was one of the earliest placer mining sites, the longest worked and best paying.

Official returns that year showed gold worth $520,353 was taken from B.C. river beds. Unofficial estimates doubled the figure.

Hard-bitten miners from California, many of them imbued with the dog-eat-dog philosophy of the earlier gold rush, set a pace of lawlessness which many newcomers were quick to adopt.

Travel to the gold bars was dangerous more from the hazards of nature and the lack of experience of the gold seekers. Hundreds who challenged the river in small boats were never heard from again. Overland trails developed. The miners, sometimes in parties of 500, sought out old Indian trails and used an old Hudson's Bay Company trail to Yale.

No rich find was as rich as the one which might lie over the next hill. If gold came downstream as dust, it must come from a mother-lode in the headwaters, many reasoned. They pushed on from Hope to Lytton to Lillooet. In 1859, restless hordes stumbled under heavy pack boards into the Cariboo Lake area.

Gleaning as much as $200 a day, they were followed by others and soon there were 1,000 men in the area bounded by Alexandria, Fort George and Quesnel Lake. A year later, 3,000 miners had reached the remote back-country. At Keithley Creek and Antler Creek gold worth $25 to $75 was found in a single pan.

In 1861, the fabled William "Dutch Bill" Dietz found the Williams Creek goldfields. Lightning and Lowrie Creeks yielded 30 to 40 pounds of gold a day. The official output for 1861 was $2,666,118.

These unparalleled finds brought a new rush of men to the territory. And it brought a change in mining methods to "deep diggings." Shafts 60 to 70 feet deep were sunk and tunnels dug. Official return that year was $2,656,903. The gold trail pushed through to the Stikine River and an act was passed adding a great new section to B.C.—the Stikine territory reaching north to the 60th parallel (the northern boundary still existent).

The year 1863 was the peak year. Estimates of gold production reached as high as $6,000,000. Official records said $3,913,563.

Best known among lucky searchers was "Cariboo Cameron" (John A. Cameron), who came out with $150,000 which he lost in the next 20 years—a reckless pattern followed by most of the gold pioneers.

The high production era continued through 1864 and 1865, though slightly abated, and the day of the capitalist arrived. Individual miners became high-paid laborers in many cases.

New "shallow diggings" were located on the Peace, Stikine, Kootenay and Big Bend. In 1865 there were 2,000 men in the Kootenay area. A year later the find began to "peter out." But the search went on in Omineca and Cassiar regions with sporadic flurries throughout the province until 1876. Then, after almost 20 years of mining by placer, shallow and deep methods, production declined. Men looked to other livelihoods and new riches were found in the province.

Victoria, which was the outfitting point for miners going into the Fraser and 40 years later for those going into the Klondike, in the Yukon, had a gold discovery almost in its own backyard.

On July 14, 1864, an announcement was made that gold had been discovered in the Leech River, a mere 30 miles from Victoria, in the Sooke area.

There was an immediate scramble by gold-hungry men to pan gold dust and nuggets from the Leech.

Leechtown grew overnight into a problem child. While hundreds of men slaved to make their fortune the parasites of a mining camp whipped up frenzied entertainment and got their hands on much of the gold.

Reports circulated of rockers producing $25 a day; others making $35, and some lucky ones getting as much as $70.

Nuggets worth $5 and $10 apiece were being picked up.

One report says that in six weeks the total gold recovered was $30,000.

With arrival of heavy rains it was impossible to work the Leech River. Before another spring dawned word came of a new strike on the Mainland and most of the miners moved away.

Since that time several attempts have been made to test the possibilities of the Leech but they have met with little success.

This Type of Man Opened Up Province's Treasure

Shown lined up before a Wharf Street building in Victoria during a bad snowstorm in the early days are the kind of miners who pried the lid off British Columbia's wealth. They are seeking licences in preparation for a rush into a new gold field. The men seem more interested in the cameraman than in the solitary woman standing near shack.

PICTURE CREDITS

Victoria Press wishes to acknowledge with thanks the loan of pictures for illustration in this Centennial Edition by the Provincial Archives, the Photographic Branch of the Department of Recreation and Conservation, and Duncan D. McTavish.

Highlights, Forecasts, In Our '100' Edition

In presenting this edition to mark B.C.'s Centennial Year the combined facilities of Victoria Press Limited have been used.

It is not designed as a history of B.C. It touches some of the highlights only of the 100 years since the Crown Colonies of Vancouver Island and British Columbia were joined.

It tells about how some of the people lived since then and how the cultural and industrial life of the province has grown.

Then, in the second section, there are stories about the stage to which we have progressed in 1958. This marks perhaps the era of the province's greatest expansion.

Finally, and perhaps most interesting is the third section in which leaders in many walks of life were asked to forecast what they think may happen in the decades that lie ahead to the next hundredth birthday.

Editor of this special edition was Archie H. Wills, well-known former newspaper editor, a native son of Victoria, who has lived over half of the century in this city.

E. A. MORRIS LTD.

66 YEARS OF SERVICE

Commemorating the

BRITISH COLUMBIA CENTENNARY

During our 66 years in business, we have had the satisfaction of providing many thousands with smoking requirements and many fine lines of merchandise which contribute so much pleasure to the life of every individual.

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400 Combined Years of Experience Are Available to You When You Call on Us for Automotive and Industrial Parts — Supplies and Equipment — Machine Shop Service

WHOLESALE DISTRIBUTORS — PRIVATE WIRE TELETYPE BETWEEN BRANCHES FOR FAST SERVICE

In this Centennial Year, C-I-L is proud to recall that a forerunner of its present plant at James Island near Victoria, supplied the explosives that enabled the railroad builders to pierce the Rockies and keep British Columbia in the Confederation.

Today, explosives from James Island are being used in building the new Trans-Canada Highway.

Down through the years, C-I-L has continued to play a significant part in British Columbia's development . . . helping in the changeless task of blasting channels . . . serving mining, logging, construction, road-building and other industries that contribute to the tremendous growth of this Western giant.

With sales offices in Vancouver, Victoria and Nelson, C-I-L today supplies to Canada's third largest province: ammunition, chemicals, explosives, coated fabrics, paints, plastics and 'Terylene' polyester fibre.

The Fraser Canyon — where C-I-L explosives are being used to build the new Trans-Canada Highway

C-I-L

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Creation of B.C. Preserved Canada

Few Knew It Then But 1858 Decision Had World Effect

By BRUCE HUTCHISON
Editor of the Times

An odd little ceremony at Fort Langley, a century ago this year, was a decisive event in world history, though few men could realize it then. The future division of the North American continent hung on it. The subsequent events of Canada's life were implicit in the frail embryo of a wooden fort beside the Fraser River. If things had gone wrong in 1858 there would be no British Columbia today, probably no Canada.

But the white man's story in this land did not begin here or at Fort Langley. More of that story lies before the creation of the British Columbia colony than after it.

Drake had seen our shore in 1579, the Spaniards had explored it in the eighteenth century, Mackenzie had reached it on foot, overland, in 1793, Fraser had descended his river in 1808 and James Douglas had founded Fort Victoria in 1843 to hold for Britain the line of Juan de Fuca's Strait after the loss of Oregon to the young American Republic.

The arrival of Douglas and his new judge, Matthew Baillie Begbie, at Fort Langley in the autumn of 1858 was decisive just the same. For the founding of British Columbia as a Crown colony meant that the Queen's law and the whole power of the British Empire were committed to the defence of the forty-ninth parallel and the line of the strait against the northward reach of Manifest Destiny.

In the centennial of British Columbia this year we are celebrating a human adventure unique, too little known, almost unbelievable. And it centred right here, in our town of Victoria.

Douglas could hardly grasp them from his remote capital in Victoria but by 1858 imperial pressures from three sides were moving into the vacuum newly named British Columbia.

U.S. Sought B.C. as Corridor

To the north the Russians owned Alaska. The czar's empire stretched from the Baltic to the Rockies—a portent of other czars and another system but the same old pressures in our time.

To the south the United States was fully occupied with its own vast territories but already had its eye on Alaska, and if Alaska could be acquired, at least the corridor leading to it and probably much land besides must surely fall into American hands. That corridor was British Columbia.

To the east an obscure small-town politician named James A. Macdonald was patching up a political coalition in the disordered colony of Canada with his eyes on the far, unknown west.

And in London a few far-sighted Englishmen like Bulwer-Lytton (his policy more improbable than his best-selling novels) had seen already that the loss of British Columbia and the Pacific Coast of America would mean the second dismemberment of the British Empire in less than a century.

Fort Langley, in 1858, was thus a little-noted focus of world politics as Begbie administered the oath of office to Governor Douglas of British Columbia, and Douglas swore in Begbie (who knew little law) as the sole custodian of British justice in a territory larger than most European nations.

Something much more urgent than the slow and subtle manoeuvres of imperial power was under way in that springtime one hundred years ago. Douglas was about to found a colony but he was also facing an invasion.

Could he resist it? Could he hold British Columbia with one judge, a few policemen and an empty treasury at his second capital of Victoria? It must have taken a bold man to answer that question with assurance in the spring of 1858. Fortunately Douglas was such a man.

Trouble Came When Gold Discovered

His danger had begun about two years earlier when someone—said to be a prospector named James Huston—had found gold in Tranquille Creek, a minute tributary of the Thompson and the Fraser, near Fort Kamloops. Douglas recognized the consequences of that discovery. He wrote to the Colonial Office in 1857: "The reported wealth of the mines is causing much excitement among the population of the United States territory of Washington and Oregon, and I have no doubt that a great number of the people from those territories will be attracted thither with the return of fine weather in the spring."

As usual, Douglas was right. This methodical man made it a point to be right at all times.

In the spring he looked out of his Fort Victoria upon a city of tents. The expected American invasion had begun—miners from the washed-out placer fields of California, clerks and gamblers from San Francisco, farmers and loggers from Puget Sound, deserters from the American army. To Douglas they looked a dangerous lot at first but for once the canny Scot was wrong.

The Americans, he wrote to London, "are represented as being with some exceptions a specimen of the worst population of San Francisco; the very dregs, in fact, of society. Their conduct here would have led me to form a very different conclusion."

Their conduct, so far, was good. All they asked in Victoria was the chance to buy tools and food at the Hudson's Bay store for their journey to the Fraser. These were supplied and with them a harmless-looking little document issued by Douglas.

Each man must secure a licence if he was to mine the Fraser's gold—a licence which Douglas had no legal power to issue, since his authority did not touch the mainland, but valid nevertheless since no one questioned it.

In that wise illegal licence Douglas had assumed the right to act in Queen Victoria's name and she and her government did not object when they heard of it, months later. Instead, they recognized in Douglas the kind of man they needed in a crisis and promptly appointed him governor of a new mainland colony. By lucky chance, the right man was in the right place at the right moment.

A century later it is easy to say that nothing dangerous would have happened to the British Empire, to its successor, the Commonwealth, or to the unborn nation of Canada if Douglas had not been at Victoria in the spring of 1858.

No one could safely say that then. Douglas would have been the last man to say it for he had witnessed the westward march of Manifest Destiny and he distrusted it.

At Fort Vancouver, on the Columbia, he had seen British power driven out of Oregon and back to the line of Fuca's Strait. At Fort St. James, on Stuart Lake, he had barely survived a youthful brush with the Indians.

He knew that a clash between American miners and Indians in the gold fields could invoke the intervention of the American government to protect its nationals, and if American power once placed its foot astride the Fraser it might never be dislodged. The inviting corridor and vacuum stretched from the river to Alaska. Here, then, was a moment of decision.

Still, after the solemn words and the salute of tiny cannons at Fort Langley, nothing very dangerous seemed to be occurring on the Fraser. Some 10,000 miners were peacefully washing the sand bars up to Yale, six men had taken $2,000,000 in gold out of a few hundred square yards at Hill's Bar, further upstream a few men had been murdered by the Indians, but all this was routine in a gold rush. Nevertheless, the governor at Fort Victoria was anxious and he had good reason to be.

The news, long expected, reached him in January. An insurrection of some sort, he was told, had broken out at Yale. The subsequent events are comic in retrospect; they were not comic to Douglas and, without him, their results might have been very different.

Former California Judge Appears

Among the Americans working the sand bars near Yale was a man as remarkable in his way as Douglas. His name was Ned McGowan, he had been deposed as a judge in California, had enriched himself by corruption, had fled to the Fraser and was on his way to a distinguished career in American politics.

Just what McGowan was really doing at Yale, whom he represented, if anybody, and whether he was part of a conspiracy to push American interests northward are questions that still divide and fascinate historians. Probably we shall never know. All Douglas knew, as he wrote in alarm to London, was that he faced an uprising on the Fraser.

Its immediate origins were ridiculous, like so many other small affairs which, from time to time, had altered the course of history along the boundary of North America.

On Christmas Day a tipsy miner had assaulted a Negro at Yale. The local magistrate issued a warrant for the white man's arrest but the offender had escaped to Hill's Bar. When the warrant was sent after him the Hill's Bar magistrate decided that the Negro was the guilty party and ordered his arrest. Then, as the Hill's Bar policeman attempted to do his duty he was arrested by the Yale magistrate for "insolence."

This absurd dispute between two magistrates would have been of no significance without the presence of McGowan. That gentleman of fortune, experienced in such matters, assembled a posse at Hill's Bar, boasted that he would establish the American miners' law where the writ of Queen Victoria had failed to run, marched to Yale, abducted the local magistrate, carried him downriver in a canoe and fined him $50 for "contempt of court."

First Challenge to British Law

These acts were preposterous but they had challenged the law of Britain for the first time west of the Rockies. Unanswered, they might undermine or destroy that law and invite American intervention.

Douglas instantly grasped that fact, not as a miners' drunken brawl but as a clear threat to his new colony and Britain's position in western America.

He commandeered Tom Wright's sternwheeler and converted it into a clumsy man-of-war. The little ship was armed with a cannon and it carried a company of Royal Engineers, a hundred blue-jackets, the Governor and the new judge.

McGowan, beholding this queer naval expedition wallowing up the Fraser toward Yale, prepared to resist it but lost his nerve as the engineers and sailors disembarked.

After he had made a public apology and paid a fine for assault he closed the comedy by giving a champagne dinner to Douglas' officers and soon returned to the United States for adventures of another kind. But the comedy had taught its lesson. No one ever attempted again to defy the Queen's law in British Columbia.

In any case, the gold of the river bars was running out. The miners abandoned the Fraser and gave it the name of "humbug." The first big boom was finished. The tent city of Victoria became again a desolate fort beside its harbor. Its merchants, says a contemporary newspaper, could only stand by their doors and project idle spittle into the streets."

The two colonies of Vancouver Island and British Columbia existed in law and theory but they had no population and apparently no future.

The pessimists of 1859 had overlooked many things not readily visible from Victoria—among them four men named Doc Keithley, John Rose, Sandy MacDonald and George Weaver who must be accounted unmarked but fateful figures in Canadian history.

During the autumn of that year they tramped northward from Quesnel Lake, camped one night by an unknown stream and resolved to give up their search for gold before winter caught them in this unmapped wilderness.

Next morning they paused long enough to test the gravel of the stream beside their camp. In the bottom of their pan they found an ounce of gold. That was the beginning of the rush to Cariboo.

Again the miners poured into Victoria from California, from the eastern States, Britain, China and the ends of the earth. The world had never seen a rush like this.

The second march up the Fraser; the construction of a detour trail around the narrow canyon by way of Harrison River and Lillooet; the unbelievable engineering feat of the Cariboo Road from Yale to Billy Barker's claim on Williams Creek; the mushroom town of Barkerville with its saloons, opera house, resorts of pleasure and German hurdy-gurdy girls; the stage coaches, freight teams of oxen, mules and camels; the mad trek of the Overlanders on foot from Canada across the prairies and through the Rockies—all this gaudy procession has long since established itself in the Canadian myth.

Great Events Stirring in Victoria

The British Columbians of the sixties, however, had to grapple with something more formidable than myth and more durable than gold. For them the day of ultimate decision had arrived.

In Victoria, now the capital of both Vancouver Island and British Columbia, lately joined in a single colony, great events were stirring and a bitter dispute.

The little oligarchy and Family Compact of Hudson's Bay men around Douglas was challenged by a group of newcomers who spoke in alarming voices of British liberty, a free Parliament and finally

—Photo by B.C. Gov't Air Division.

This aerial photo best illustrates the "sea of mountains" which Canada almost refused to take into Confederation because of the high cost of building the national railroad, but since has become a treasure of the nation. The second hundred years will reveal more of the tremendous hidden wealth.

OUR FRONTISPIECE

Setting the theme for this Centennial Edition, the front page photos span the greater part of B.C.'s first century. At the top, of course, is the Legislative Buildings in full centennial dress. Below is an artist's impression of the harbor in 1858.

This far western agitation had found its leader, a handsome and eccentric person born with the commonplace name of Smith who made himself Amor de Cosmos by solemn act of the California legislature.

As the "Lover of the World" this extraordinary person burst like a bomb within the Victorian oligarchy, feverishly scrawled his editorials in his newspaper, made Douglas' new legislative buildings on James Bay, the wooden Bird Cages, ring with his oratory but, in all this confusion, beheld a great dream.

Another and greater man, far away, had beheld the same dream—and the same danger. As the first prime minister of a fragile structure called the Dominion of Canada, Macdonald perceived in de Cosmos a natural ally and, in the Manifest Destiny of the United States, a natural enemy.

"It is quite evident to me," Macdonald wrote to the British Government, "that the United States Government are resolved to do all they can, short of war, to get possession of the western territory and we must take immediate and vigorous steps to counteract them."

Dreamers Unafraid of Prospects

How to counteract them? The prospects were enough to frighten any men but dreamers like the Canadian Prime Minister and the World's Lover.

Already the United States House of Representatives had officially declared that the Canadian Confederation violated the Monroe Doctrine. Secretary of State Seward had blandly proposed that Britain hand over Canada to the United States in payment of the Alabama Claims and, in the very year of Confederation, he had purchased Alaska from the Russians. The pincers seemed to be closing, from south and north, upon the corridor of British Columbia.

Yet British Columbia had assets also. It had a permanent population brought to the coast and the interior by the gold rush. In de Cosmos and the Confederation party at Victoria it had men who saw the vision of a transcontinental Canadian state.

Against the Confederationists stood a colonial government now almost bankrupt, an official clique who were more interested in getting their salaries than in joining Canada, and a group of thrifty merchants who saw the chance of profit only in union with the booming American territory across Fuca's Strait.

As if these obstacles to the Canadian dream were not enough, the appalling Fraser Canyon, the Rockies' unexplored gorges, the prairies and the badlands of the Precambrian Shield lay, empty, between Victoria and the newly-built national capital of Ottawa.

The issue at last was clear—the issue which must settle forever the prospect of a transcontinental state or, indeed, any permanent Canadian state at all, since the infant Canadian Dominion, east of the Great Lakes, could not long endure without the West.

Either British Columbia must be joined to Canada by that modern invention, the railway, or it would fall by sheer gravity into the waiting lap of the American Republic.

Focal Point of Pressures

Everything depended on Macdonald's ability to provide a railway, on British Columbia's willingness to join Confederation. Victoria, a sleepy village beyond nowhere, hardly observed on the world map, had become the final focus of imperial pressures. The Bird Cages on James Bay were the unlikely centre of the struggle for North America.

Within the Bird Cages a curious assembly, the Legislative Council of British Columbia, met for the momentous session of 1870 to consider possible Terms of Union with Canada. They included many complicated financial arrangements but the only thing that interested the colonial legislators was the hope of a railway, or at least a wagon road, all the way from the St. Lawrence.

The ensuing debate, though usually neglected by historians, must be counted one of the most crucial in the whole experience of Canada, the United States and the evolving Commonwealth.

Henry Crease, the colonial attorney-general, launched that grim argument by warning the tense crowd within the cramped legislative chamber that British Columbia must join Canada or accept such crumbs of prosperity as their American neighbors would allow them.

Dr. J. S. Helmcken, the hard-headed son-in-law of Douglas, replied that: "However much we are in favor of consolidating British interests our own interests must come first . . . imperial interests can afford to wait . . . whatever may be the result of the present vote it is impossible to deny the probability of the less being absorbed by the greater, and it cannot be regarded as impossible that ultimately not only this colony but the whole Dominion of Canada will be absorbed by the United States."

De Cosmos' Protests of No Avail

At this de Cosmos writhed in fury. "No! No!" he shouted while Helmcken calmly laid down the unanswerable logic of a single nation in America.

"It is dangerous," said Helmcken, "to place ourselves at the disposal of superior numbers, who must necessarily legislate for the greater number, the people of the Atlantic provinces. No union on account of love need be looked for." And W. T. Drake added the final warning that under Confederation "we should be transferred from the rule of statesmen at Downing Street to that of politicians at Ottawa."

At last de Cosmos rose to answer the faint-hearts and expound his dream of Canada. "I have assisted to make history," he cried, "and this is a page of it . . . We are here laying the cornerstone of a great nation on the Pacific Coast."

It was a page of history indeed and when the Legislative Council voted almost unanimously to join Confederation the western cornerstone of the transcontinental state had been well and truly laid in Victoria.

Much trouble lay ahead. Macdonald's railway bogged down in the precambrian badlands and the Pacific Scandal. After years of waiting British Columbia, having joined Confederation in 1871, threatened to leave it, and in the riots of February 7, 1874 (known in Victoria as the "Rebellion") Macdonald's dream seemed to be collapsing.

It was stronger than the statesmen of London, the politicians of Ottawa or the angry mob in the Bird Cages supposed.

Long delayed, the railway reached the Pacific Coast. The Canadian Confederation stretched from sea to sea, its isolated pockets of habitation linked by a hoop of steel. And the work begun one hundred years ago at Fort Langley gave us the Canadian nation of 1958, the city of Victoria around us today, the province of British Columbia we all know and many larger things ahead of us but not yet known.

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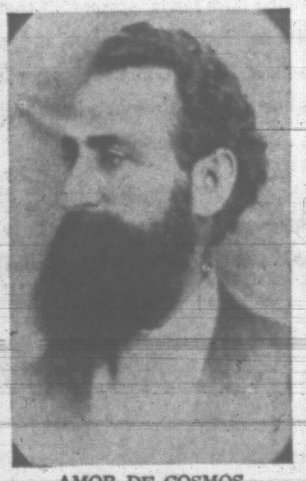

AMOR DE COSMOS
. . . he had great dream

TRIBUTE TO THE PIONEERS

Born in Victoria 94 Years Ago Took Piano Ashore in Canoe

By MOLLIE McLEOD

Reading of the amazing developments taking place in northern B.C. was not enough for Mother. She wanted to see for herself what had been done to this country which she, and her husband, had helped to open up.

Shortly after her ninety-first birthday she flew to Kitimat and Kemano for a two weeks' visit with a granddaughter. She saw the great smelter and the power house, switch-backed up a mountain in a jeep, liked what she saw, and came home content.

Seventy years ago, when she and Father lived among the Indians as missionaries, it had taken ten days to travel from Victoria to Kitkatla by boat. At 91 she covered the same distance in approximately two hours.

"If we had arrived in this manner 70 years ago," she said, "the Indians would have thought we were from another world. Now as the plane dropped into Kamano's bay they didn't bother to look up from their fishing."

Born in Victoria on May 23, 1864 (if the sailing ship Speedwell had taken six weeks longer to come around Cape Horn from Falmouth, England, she would have been born at sea), Emily Stephenson's first memories are of a log cabin in the forest at Glen Lake, 10 miles from Victoria, where her parents, Mr. and Mrs. William Fisher, had bought a small piece of land. Two years later Vancouver Island and British Columbia had become a colony, and seven years later British Columbia became a province. You might say they grew up together.

The Fishers liked this new country and hoped some day to buy acreage for a permanent home. The first few years were lean ones for the family which now consisted of two girls and two boys, and my great grandmother Morris who had come out from England after being widowed by the Crimean war.

MRS. F. L. STEPHENSON

Bought Douglas' Metchosin Farm

Then one momentous day grandfather signed a contract to buy the James Douglas property in Metchosin and it would have been hard to find a lovelier location.

Sloping gently to the sea, with a view of the Olympic Mountains beyond, the family could watch the clipper ships on their way in and out of Victoria.

It was here my grandfather developed one of the most beautiful farms on Vancouver Island. He cleared the land by ox team, and, with hired help, built the first of three houses, a barn, pigpens, sheep cribs and a smoke house. Then he planted an orchard for posterity, of apples, pears, plums, cherries and peaches.

Guests from far and near filled the house. When mother and her sister, Edith, were in their 'teens they drove by horse and buggy the 17 miles into Victoria for French and music lessons. The trip took two hours. They would spend the night with friends, returning home the next day.

Walked in Rain

In 1888, Rev. F. L. Stephenson, then a young man who had left his missionary work among the North Coast indians to be ordained by Bishop Silitoe, went to preach at St. Mary's Church, Metchosin. He evidently found the congregation most inspiring, for he took the service there often and found that he had to make some important parish calls during the week. He even walked the 17 miles from Victoria once in a pouring rain.

In 1889 Emily Elizabeth Fisher and Rev. Frederick Lambert Stephenson were married in the same St. Mary's which stands today reminiscing under the Garry oaks, with the graves of its pioneers spread at its feet. They spent the following year at Cedar Hill, but the North Coast drew Father back like a magnet.

They left on the Barbara Boscowitz, a three-masted steamer, in October, 1890, arriving ten days later at Kitkatla, an Indian village situated on Dolphin Island, 50 miles from the nearest white settlement at Metlakathla.

As they neared the Island the empty expanse of water came alive with Indian canoes and by the time the little steamer had dropped anchor, she was surrounded.

There being no wharf, every pound of freight, as well as passengers, had to be landed by canoe.

"I was handed into a canoe like so much baggage," Mother laughingly relates. "You can imagine the difficulty I had descending the rope ladder hampered by the voluminous skirts of the day."

She was landed on the beach in front of her new home and from there she watched all her furniture and six months' supply of provisions brought from ship to shore.

Last came her precious piano, teetering in a most alarming manner on an Indian war canoe. But let it be said for that primitive transfer company, not a thing was damaged.

The house consisted of one large room which served as kitchen, meeting-house and dispensary, and a lean-to bed-sitting room. It was well built by the Indians of hand-hewn lumber, spotlessly clean, warm, but without benefit of plumbing.

The first morning Mother spent in Kitkatla she thought was to be her last. Father had just stepped out for a pail of water when a knock came from the door and there, on the threshold, stood the most diabolical-looking creature Mother had ever seen.

"He looked ten feet tall and was dressed in a blanket with a huge headdress of feathers, and a face painted like a gargoyle," Mother recalls. "I was scared out of my wits and was sure I'd be scalped at any moment. Luckily your Father arrived to explain and introduce me to Skites,' the chieftain of the Kitkatlas.

He had come dressed in his ceremonial robes to pay his respects to the Christian chief.

Mother found it a lonely life for she was the only white woman for miles but, in time, she learned enough of the language to carry on a conversation with the Indians. She taught the children to read and write and gave the older ones some musical training. Naturally musical, it was not long before the melody, if not the words, to "My Bonnie Lies Over the Ocean," Coming Through the Rye," and "Old Black Joe," were drifting over the water.

The tiny rectory was too small for the piano so it was put in the church where Mother played the hymns on Sundays. Unfortunately the church was not heated and the piano was ruined by dampness.

With the spring, a momentous decision had to be made. Would Mother go with Dad when he followed the Indians to their summer fishing-grounds? As Mother was now expecting her first baby it was thought unwise for her to make the long canoe trip so she returned to Victoria. A girl was born to her in October 1891. Dad applied for his holidays at this time, joined his wife and new daughter, and returned with them when the baby was three months old.

But tragedy was soon to strike the little family and half the population of Kitkatla, when an epidemic of measles and whooping-cough swept like fire through the village. Night and day the tom-toms beat as the Indians mourned their dead with that primitive death-chant so strange to the unitiated ear. The village dogs took up the cry, passed it on to the mist-hung forest — the timber wolves returned it.

In April, Mother and Dad laid their first-born in a tiny handmade coffin, placed her in an Indian war canoe and with a native crew set out for Metlakathla where they buried her.

The following January my sister Aileen was born in Victoria. On the way back to Kitkatla Dad and Mother stayed with Bishop and Mrs. Ridley at Metlakatla where the new baby was christened by the bishop. After the ceremony they continued to Kitkatla by Indian canoe, or rather part of the way, for disaster came close to taking their lives.

Warned by the Indians before they left that a bad storm was due, Dad hesitated to make the trip. But a taunting remark by the bishop to the effect that perhaps Dad was losing his nerve, flicked the Irish temper into foolhardiness and, with a few young Indians, willing to ignore the warnings of the old men, they set out.

It was not long before the predicted storm struck, tumbling the open canoe about like a cork. Not before they were nearly capsized did the natives and Dad manage to paddle into a shallow mud flat which was protected from the furious gale.

North Home 'til '11

Mother and Dad, carrying the baby, were able to wade ashore and make their way by Indian trails to a cannery on the other side.

In 1894 Dad was transferred to Port Simpson which was a Hudson's Bay post. It was a well-built and thriving fort by this time, with a hospital, two churches, Anglican and Methodist, and most important of all from Mother's point of view, a large, comfortable rectory. My sister Gwyn and two brothers, Cyril and Daryl, were born there.

Mother was to call the North her home until 1911, moving from Port Simpson to Atlin, where I was born.

She traveled up and down the coast in all types of ships from stern-wheeler and sailing schooner, to the more modern steamer.

Mother was to have many more experiences both harrowing and humorous before we finally came to reside on Vancouver Island in 1914. Dad had injured his arm and the church officials felt he had done his duty in the North.

Dad took a parish at Ladysmith when there was unrest in the coal mines and the militia was called out to keep order.

Mother then experienced the heartaches of war when Dad and my two brothers went overseas in the First World War.

For their final pastorate Mother and Dad served at St. Saviour's Church in Victoria. They were privileged to celebrate their golden wedding anniversary in 1939 and two years later Dad passed away.

Since then Mother has lived quietly, surrounded by her family and friends in Victoria. She brought up five healthy children on rations that horrify her vitamin-conscious grandchildren today. I think she lived a life that the average woman today would find appalling.

Buried Baby in Hand-Hewn Coffin

When this edition was planned to commemorate a "Century to Celebrate," a search was made for a pioneer who could tell a story about "A Century of Living" in British Columbia. The choice fell on Mrs. F. L. Stephenson, now living at 309 Linden Avenue, who was born Emily Elizabeth Fisher on May 23, 1864, on Bird Cage Walk, which is now Belleville Street. She has travelled the long B.C. coast in plane, canoe, steamer and sail boat. She buried her first-born child in a hand-hewn coffin at Metlakathla. The story was written by her daughter, Mrs. Mollie McLeod.

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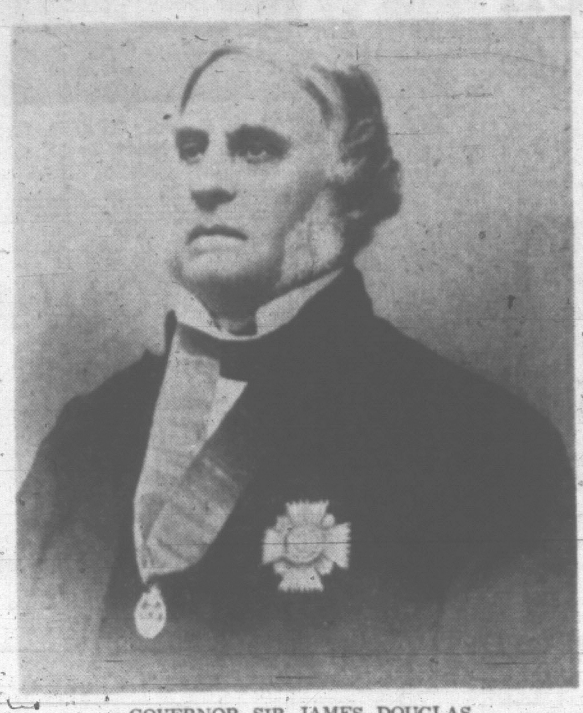
Founder of British Columbia Had a Face Full of Character

By SANDHAM GRAVES

Men rake among the dry bones of history, stirring a little dust, but as often missing the living essence of the spirit which brought the human family out of its caves in the evolutionary sequences of time. Yet, history is essentially what we do in response to the circumstances as they may be at this point or that on the long road of destiny; it is the sum of many lives, lived passionately, sometimes desperately, under every conceivable onslaught of fate.



GOVERNOR SIR JAMES DOUGLAS

Happy is the world when a doer, a builder, a fighter swells the record, for he will leave his mark in time. Such a man was the founder of British Columbia, Governor Sir James Douglas, the grand old eagle whom pioneer Victorians can still remember in the evening of his life.

Since colonial times in this province many a visitor has lingered before the picture of the grizzled old warrior, with the proud, erect head and those fighting eyes, which hangs in the ante-room of the legislative chamber. It is a face full of character, from the deeply chiselled lines on the forehead to the defiant cast of a firm, strong mouth. It is the indomitable eyes, however, which hold attention, and they are the index to the man.

In the little that he said and the much that he did in the face of instant, urgent crisis, Douglas was supported by a valiant spirit, a courage which never wavered. He had need of it, too, for his role was cast in the sphere of action in changing, unpredictable times.

James Douglas was born on June 5, 1803, and while his birthplace is still in dispute, he was educated at Lanark, Scotland. He most likely received the painstaking schooling of the times, under dominies who expected to be obeyed. Early he would be grounded in his catechism, taught the stern principles of duty, and given a thorough preparation in the essentials of what was predominantly a classical introduction to education.

It was at school that Douglas may have learned of the new world he was soon to visit; of the three voyages of Capt. James Cook which opened up such a vast expanse of the unknown seas; of Spanish and British explorations on the Pacific; of the desperate game of leap-frog then being played by the Hudson's Bay Company and the Northwest Company through the untracked regions of the western land. Like a giant game of naughts and crosses, fur trading posts were being spotted across the breadth of this continent.

Came to the Wilderness When 17

When at the age of 17 he took service in the Hudson's Bay Company there must have been mingled feelings under the family roof. The men folk, including the young James, would stand assured that his fortune was made; the women would be proud, but perhaps convinced he was on his way to being scalped in the far-off wilderness.

Be that as it may, Douglas came to Canada in the service of the company in 1820, more mature at 17 than a lad ten years his senior might be today. The transition from the old world to the new, the inexpressibly vast sweep of rivers, plains and forests which had to be travelled in the rough mode of the day must have been for him a complete and vivid introduction to manhood.

Young Douglas did well. Step by step he rose in the estimation of the company; was sent westward to the frontier posts; emerged as a leader of men, to be put in charge of ever more responsible and exacting duties.

There is an unfortunate hiatus in the records accessible here with respect to an important period of his life during the next 15 to 20 years. In 1823 the Indians massacred Hudson's Bay traders at Fort St. John, built in 1806, leading to a change in company policy.

From the meagre record available of that period it can be inferred that Douglas was sent through the northern pass in the Rockies, was directly concerned in the building of a new chain of forts and trading posts, in time had worked his way down the Fraser River into what is now southwestern British Columbia. Fort Langley was built by the company in 1827.

Three years later Douglas was sent south into what are now the states of Washington and Oregon, to help with and eventually to take charge of the extension of the chain on the north side of the Columbia River. From Fort Vancouver, but little north of today's Portland, he directed this new effort.

In 1842, at the age of 39, Douglas was ordered to select the site of what was to become Fort Victoria. That was a prophetic decision on the part of the company. It also opened the period during which James Douglas was to be the leading figure in the forefront of British Columbia's beginning.

As Douglas might have seen it at the time, the return northward from the Columbia must have been a blow to him, the loss in fact of 12 years of hard effort on his part. He spent the next year in organizing the recall, one actually dictated by the unsettled boundary between the two countries; and in a first-hand examination of possible sites for the company's new quarters on what is now Vancouver Island.

Pedder Bay, Esquimalt and Victoria harbors were scrutinized by Douglas in turn. A sailor would have chosen Esquimalt, with its magnificent harbor. But at Esquimalt the forest grew down to the water's edge. At Pedder Bay it was the same, and there were swift currents besides.

Douglas' Life Centred in Victoria

In point of fact, although the game of leap-frog between the rival fur traders was slowing down, the Hudson's Bay Company continued its building. In 1848, two years after the boundary-settlement, Fort Yale was established; while as late as 1857 Fort Shepherd was erected near what is now Trail. But from the time Fort Victoria came into being the action in Douglas' life centred here.

Douglas made his peace with the Indian bands which frequented the southern part of Vancouver Island and, although there occurred here and there the odd incident, they never afterwards broke it.

Douglas chose "Camosack," the Indian name for Victoria harbor, and there in 1843 he supervised the cutting down of masking trees, sited the fort with open water on two flanks, and ordered the construction of the palisades.

It was there, within the walls of the fort for the first few years, that began the little settlement as a frontier British outpost which gave birth to British Columbia, with its population of 1,500,000 today.

Three years later, in 1846, the Northwest Boundary Treaty established the 49th Parallel as the line of the international border, so that the company's move had been well timed. The Hudson's Bay forts south of the border were abandoned and Douglas, then in full charge of the company's operations in the west, settled down to what he may have hoped would be a quiet life. He had traveled through many weary leagues of forest, run white-water rivers and endured the hardships of the wilderness for a long time.

Sixth Generation of Douglas Family Born Here This Year

British Columbia's Centennary coincided most happily with the birth in Royal Jubilee Hospital on April 26 (just as the steamer Commodore was steaming into Victoria harbor) of a sixth-generation member of the Douglas family, a great, great, great granddaughter of Sir James Douglas, who passed to his rest on August 1, 1877, at the age of 74.

The baby is Lisa Anne, daughter of Mr. and Mrs. James Douglas Helmcken, now of Nanaimo, both natives of Victoria. James Douglas Helmcken is the son of Mr. and Mrs. Ainslie Helmcken, 2817 Dewdney Ave. Ainslie is the son of Dr. James Helmcken, who was the son of Dr. John S. Helmcken, first Speaker of the Legislature, who married Cecilia, daughter of Sir James Douglas.

The mother of Lisa Anne is the former Elspeth Ker, daughter of Mr. and Mrs. R. H. B. Ker, 2282 Arbutus Road. The Ker family will celebrate next year the centennial of the arrival of the first Ker in 1859.

Governor Douglas' residence, above, which adjoined the present Helmcken House on Elliott Street. Unfortunately it was torn down several years ago. Douglas' favorite cherry tree has been preserved.

At the age of 40, when Fort Victoria was founded, Douglas had been 23 years in the service of the Hudson's Bay Company, in the ranks of which he had worked his way up from the bottom. It was as a Chief Factor of the company, in charge of the whole of its western division, that he now entered upon the stormiest period of his career.

He was not versed in parliaments, he had had little connection with legal matters, and that he one day would act in a vice-regal capacity must have been beyond the scope of his imagination. Yet, successively, he was to encounter all three of these hurdles and to take them in his stride. The more one studies this phase of James Douglas' life the clearer becomes the reason for that fighting glint in his eyes and the defiant set of his mouth.

Douglas' Problems

Historians have dwelt at length on the creation of the Crown Colony of Vancouver Island in 1849; the arrival of its first nominal governor, Richard Blanshard; the setting up of the initial colonial assembly with Dr. John Sabastion Helmcken as its Speaker; Blanshard's withdrawal and its cause, and the emergence of the Chief Factor as a duly chosen successor. But how did Douglas himself view these events?

It is necessary to remember that the infant new colony, a ward of far-off Westminster, had no connection overland with Canada; that its nearest "neighbors" were several hundred miles away at San Francisco; and that it took three months to send a letter to London in the ordinary way, and twice that time before there could be any possible reply. Meanwhile the colony had to manage as best it might on its own resources, with a tiny population and very little in the way of trade.

It is on record that for the first few years of its existence the Legislative Assembly of Vancouver Island was often the scene of vitriolic debates. When in 1851 Douglas received his formal appointment as Governor, the pro-company and anti-company factions were figuratively at each others' throats.

Dr. Helmcken built his house on James Bay outside of the fort in the next year. Governor Douglas was criticized for using slender funds to build a wooden causeway across the muddy creek which intervened. The fuss over that was nothing compared to the outcry which arose when "The Birdcages" went up as the new home of the Legislative Assembly and the first formal government offices outside of the fort. Yet with it all, Douglas had a growing community on his hands, and his decisions, wise or unwise, took the form of action.

It must have been something of a shock to Douglas when a few years later, in 1857, gold was discovered on the Fraser and Thompson Rivers, followed in 1860 by further discoveries on Keithley, Antler and Williams Creeks, the beginning of the Barkerville

(Continued on Page 21)

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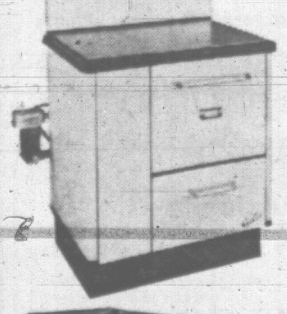

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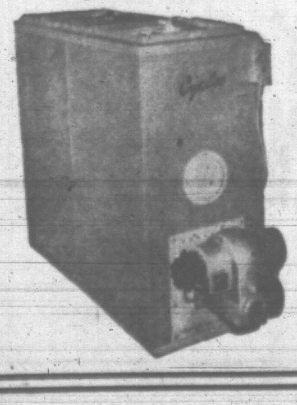

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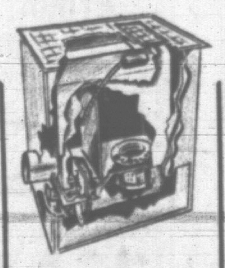

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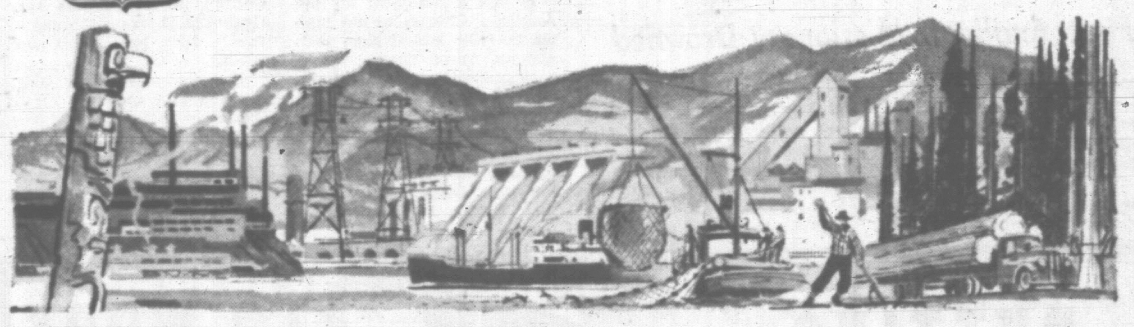
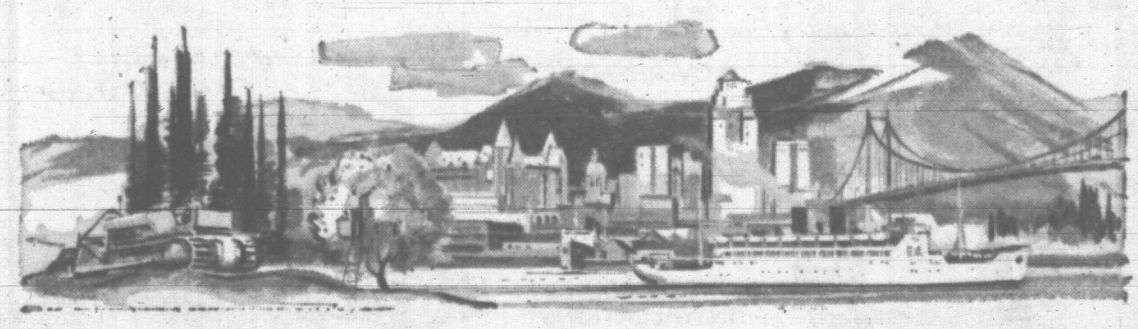


From the days when British Columbia was established in the path of a gold rush, it has produced great riches for itself and its people and for all Canada. Today these riches are not only in metals, but in fisheries, forest products, agriculture, trade and industry. Yet the spectacular growth of British Columbia in 100 years reveals an even greater wealth in human resources — in enterprise and initiative without which there would be no other riches.



The Sun Life of Canada is proud of the role which it has played in this spectacular growth. The company has given financial security to tens of thousands of British Columbians and has invested many millions of dollars in the development of British Columbia resources. Today 100,000 Sun Life policies and group certificates protect the people of B.C. with $360 million of life insurance, while last year the company's representatives wrote $47 million of new life insurance in the province.

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Congregational Minister Stops Establishment of State Church

When Jesus commanded His disciples to go forth into the world and preach His Gospel, British Columbia was unknown.

By the time this area was exerting its magnetic pull on explorers, adventurers and settlers there were many new disciples who were prepared to gird their loins and venture forth in the Master's footsteps and sow the Great Message.

A little over 100 years ago the first missionaries arrived in Victoria to begin their ministry to the handful of white residents and the 60,000 Indians, some of whom were cannibals.

They sowed well. Today, almost every person in British Columbia admits, according to the census, allegiance to one of the 18 denominations listed.

Three-quarters of the population admit adherence to three denominations. The United Church of Canada has a total of 341,914 registrations, the Anglican Church of Canada, 315,469, and the Roman Catholic Church, 168,016.

In the early days an attempt was made to fasten a state church upon the new land. This may have succeeded had it not been for a vigorous Congregational missionary, Rev. W. F. Clarke, who revolted against the effort.

Rev. Edward Cridge, later Bishop Cridge, arrived from England in 1854 to establish the Church of England. His arrangement with the Hudson's Bay Company called for a term of five years and a parsonage with 100 acres of land, 30 acres of which were to be cultivated. Three-fourths of his stipend was to be chargeable to, and payable out of, the colonial funds administered by the company under the terms of the grant of the Island.

It was not until renewal of this agreement in 1859 came before the House of Assembly of Vancouver Island that it came under strong fire. The House balked at taking action until the voice of the people had been heard.

Rev. Mr. Clarke thundered disapproval and he wrote strongly against renewal. The Assembly was convinced that there should be no further union between church and state and in 1860, soon after his arrival from England, Bishop George Hills agreed to the severance.

Roman Catholic Missionaries

To the Roman Catholic Church belongs the honor of placing the first missionaries on Vancouver Island. This occurred in 1789—during the period when the Spaniards and the British were wrestling for possession of this little-known land. On one of his northern expeditions, Martinez brought two missionaries to Nootka, but their service on Vancouver Island was not permanent.

When they departed, no other priests appeared on the Island until 1838, when the devoted Father Demers, later Bishop Demers, who has been described as the apostle of British Columbia, visited Fort Langley in 1841. He made 765 baptisms that year, nearly all Indians. Father Demers covered much of mainland B.C. and on Vancouver Island, Father H. Lemfrit cared for the spiritual needs by making frequent visits from Olympia, Wash.

Father Demers was consecrated Bishop of Vancotiver Island in 1847 and his diocese took in New Caledonia, as our area was known at that time, and Russian America, now Alaska. When he took over his new office he had neither priest nor church in his immense parish.

The first Roman Catholic church built in this province was St. Charles in Esquimalt in 1847. The first one on the mainland was Okanagan Mission, now Kelowna, in 1857.

Under fine guidance, the work of the church pressed forward as the years passed, with missions being established in remote places and cathedrals being built in the main centres.

The first division of authority came about in 1863 when, due to growth and the inadequate methods of transportation, the diocese of New Westminster, later the Archdiocese of Vancouver, was created.

It was exactly 100 years ago that Bishop Demers blessed the first St. Andrew's Cathedral in Victoria. It was a plain wooden building on Humboldt Street. The present St. Andrew's Cathedral was dedicated on Oct. 30, 1892. Its lofty spire is a famous landmark in the capital. Little known is the fact that the cathedral was once adorned by a second spire. During a violent storm on Christmas Day, 1905, it was blown down and decision was made against replacing it.

Vancouver got its first Roman Catholic Cathedral in 1865 but, shortly after it was dedicated, it was destroyed by fire. The congregation replaced it before the year was out. In 1899 the beautiful Church of the Holy Rosary was built.

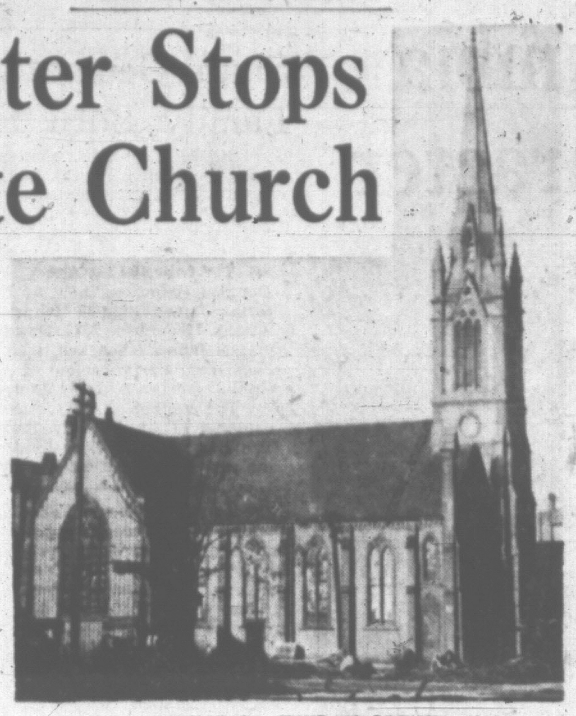
First Anglican Missionary Drowned

Although the Church of England failed to establish itself as the state church, its influence in the spiritual life of British Columbia has been profound and abiding.

Rev. Robert John Staines was the first Anglican missionary to take a regular posting. Accompanied by his wife, he came around Cape Horn in 1849 and held his first services within the Fort. Mr. Staines had a church under construction when he encountered difficulties with the Hudson's Bay Company and decided to carry a petition from the colonists here to the Colonial Office in London. He embarked on the Duchess of San Lorenzo at Sooke. When the ship foundered, during a storm off blustery Cape Flattery, he lost his life.

Mr. Cridge, whose name will never be forgotten here, became active in this community following his arrival. He encouraged work on the Colonial Church, which was consecrated in 1865, as the cathedral of the diocese. It was the first of three cathedrals, the last of which, Christ Church, now stands on Quadra Street as a monument to the church's work in this province. It was consecrated in 1929.

The first cathedral was destroyed by fire in 1869, a fate which befell many early sacred edifices in this province.



FIRST METHODIST CHURCH OPENED 1860.

FIRST ANGLICAN CATHEDRAL CONSECRATED 1865.

It was replaced by a second cathedral in 1872. An effort was made to have it constructed of stone, but wood was used. This cathedral was a landmark for many years, sitting atop the high rocky knoll on Burdett Avenue.

The Anglicans erected another well-remembered church, St. John's, which was built of iron. The church was prefabricated in England, and shipped here and reassembled on the site now occupied by the Hudson's Bay store. It was consecrated in 1860.

Bishop Hills, who directed the work of the church in what was known as the Bishopric of British Columbia from 1860 until his retirement in 1892, divided this huge parish into three dioceses in 1874. These were known as British Columbia, New Westminster and Caledonia.

It was a sad year for the Anglican Church as its stalwarts, Hills and Cridge, then a dean, found themselves in such complete disagreement over the latter's refusal to obey the bishop's orders. The dean's licence was revoked. The cathedral's congregation split on the issue and many followed Dean Cridge and they held services in First Presbyterian Church.

Two years later Dean Cridge was consecrated a bishop in the Reformed Episcopal Church and set about constructing a church, which still stands at the corner of Blanshard and Humboldt Streets.

The Anglican Church made a valuable contribution through a layman who had been training to become a schoolmaster in England before volunteering to come to this coast. He was William Duncan, who founded a mission at Metlakahtla, across the harbor from what is now Prince Rupert. He began his work at Fort Simpson, but embarked on an experiment with a model Indian village at Metlakahtla, which was to leave its stamp on the native population. In 1863 he introduced the first missionary boat, the Carolina.

The Anglican Church began to prepare for the coming of the transcontinental railroad into Vancouver as early as 1881 and dedicated St. James' Church in what was then Granville. It was destroyed by fire in 1886, but it was soon rebuilt.

The diocese of New Westminster had included all of the lower mainland but, with the rising importance of Vancouver, it soon had its own parish, known as Christ Church, and the present stone structure was built.

In discussing the religious life of the province, little note is taken today of the Congregational Church which, according to the records, was the third denomination to send a missionary to these parts.

The Congregationalists had had representatives in the territories on the other side of the present 49th parallel, and one of their number, Rev. Mr. Clarke, arrived in Victoria early in 1858 and spent 18 months. His place in the religious history of this province is ensured through his leadership in the fight to prevent a state church being established.

Thirty-Year Gap

Mr. Clarke's successor, Rev. Matthew Macfie, conducted a good ministry until 1864, when he returned to England to persuade people to emmigrate to the colony.

The work of the Congregationalists faded with his departure and it was not revived until 1888, when stories of Vancouver's spectacular future reached distant ears. The First Congregational Church was established in Vancouver and not long afterwards the followers of that denomination in Victoria erected a church. There were 775 Congregationalists in B.C. at that time.

This church made modest gains as the province developed. In 1925 it joined with the Methodists and Presbyterians in forming the United Church of Canada.

First Roman Catholic Cathedral in B.C. was blessed in 1858. It was located on Humboldt Street, not far from the present Empress Hotel, an area which at that time was devoted to farming.

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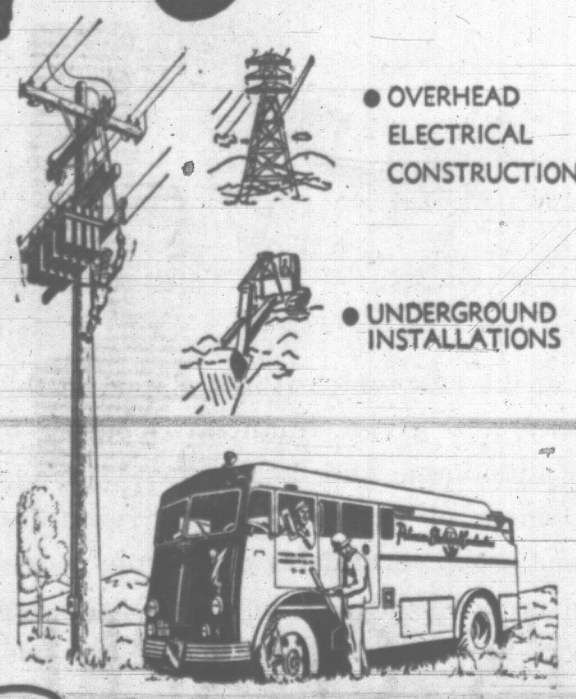

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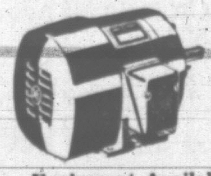

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FOUR YOUNG MEN SET UP METHODISM

The story of Methodism in British Columbia is highlighted by the fact that the first missionaries to arrive in Victoria were the first "foreign" missionaries to be sent from Canada.

Stories of the need of missionaries in this rapidly developing new land reached the dignified offices of the Methodist Church in Toronto.

In response to a call for volunteers for this unusual venture, four young missionaries stepped forward. They were: Rev. Ephraim Evans, D.D., Rev. Edward White, Rev. Ebenezer Robson and Rev. Arthur Browning.

They made the trip to the Pacific Coast by way of the Isthmus of Panama and reached here in December, 1858. Quickly, they gathered the few Methodists together and they held their first meeting in the jail.

Their first service was conducted on Feb. 13, 1859, after which the four men parted company in order to carry their message into other parts of the province. Mr. Robson launched his work at Fort Hope; Mr. Browning went to Nanaimo, and Mr. White to New Westminster. Dr. Evans remained in Victoria.

The Hudson's Bay Company granted three lots at the corner of Pandora Avenue and Broad Street as the site of the first Methodist Church in the capital. The church was opened in 1860 and served the Methodists until 1891, when it was sold for $30,000. Plans were made for the erection of one of the finest churches in Western Canada to replace it. This magnificent structure, built in 1892, is the present Metropolitan United Church at the corner of Pandora and Quadra.

Met in Bunkhouse

Methodism invaded Vancouver on the heels of the railroad. Mr. Robson, who had his ministry in New Westminster, had, as early as 1865, preached a sermon on what was to become the site of Vancouver. He delivered it in a bunkhouse attached to the old Hastings Mill.

The first Methodist Church in Vancouver was opened in 1886 and, sad to relate, it was destroyed by fire. Rebuilt, the congregation expanded until the Homer Street Methodist Church was built in 1887, which, in turn, proved too small and Wesley Church was constructed.

The Methodist Church had a counterpart of the Anglicans' William Duncan in Thomas Crosby. Like Duncan, he also was a teacher and was familiar with the Indian language. He made a great impression on the natives on his arrival in 1869. A smallpox epidemic was raging. He preached as he vaccinated and soon had a church at Chilliwack. As a result of his work he was ordained in 1871.

Mr. Crosby went to the same mission field in 1874 as Duncan had previously served, Fort Simpson, and conducted a fine service for Methodism.

The Methodists continued to make their contribution to the province's development until they welded their strength with the Congregationalists and Presbyterians and formed the United Church.

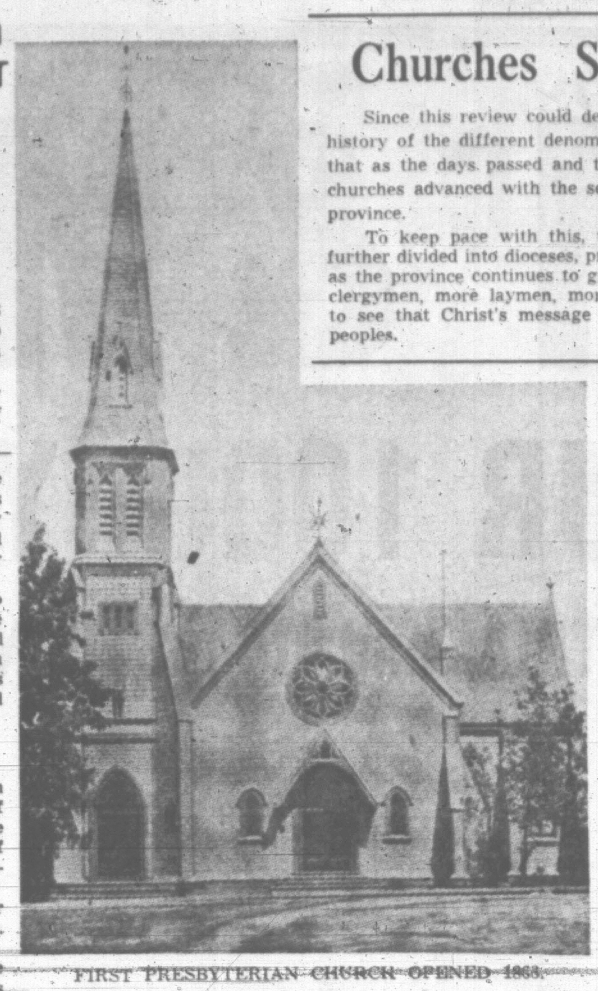
Presbyterians

As more Scots arrived in Fort Victoria they talked of establishing their doctrine and sounded out means of constructing a place of worship.

Their plea for a minister resulted in the arrival of Rev. John Hall in 1861.

The missionary zeal of the congregation produced monies to build a church and, in 1863, First Presbyterian Church, situated at the corner of Pandora and Blanshard Streets, was opened. It was the church home of a large congregation until the real estate boom of 1912. The site was sold for a fancy price and a new church, now First United, was built at the corner of Quadra and Balmoral.

It seems that, if churches were not hit by fire in the early days, they had to suffer under dissension in their congregations. This happened at First Presbyterian in 1867, as Confederation was born.



FIRST PRESBYTERIAN CHURCH OPENED 1863.

Rev. Thomas Somerville, who came from the Church of Scotland, was the pastor. Troubles brewed and one faction withdrew and organized St. Andrew's Presbyterian Church, erecting a new church in 1868. From that time on St. Andrew's has remained stoutly Presbyterian and was one of the churches in Victoria which refused to go along with the Presbyterians into church union in 1925 and form the United Church of Canada.

A split in St. Andrew's congregation occurred in 1891 and those who left formed Central church. St. Andrew's congregation brought to its pulpit an outstanding preacher, Rev. Dr. W. Leslie Clay, who was to continue to give service for many years, not only to his church, but to the community at large.

The Presbyterians concerned themselves with other parts of B.C. in the early days and established missions in Nanaimo, Comox, Langley and Nicola. In 1862 Rev. Robert Jamieson arrived at New Westminster under the banner of the Canada Presbyterian Church.

The first Presbyterian church erected on the mainland was St. Andrew's in New Westminster. It arose from a sea of charred stumps and fallen logs and was opened in 1863.

Mr. Jamieson, on whose shoulders fell much of the pioneering work of the church, was moved to Nanaimo in 1864 to found a church. For two years the congregation met in the courthouse and it was with relief that the members moved into their new church in 1866. It, too, was named St. Andrew's.

The Presbyterians invaded Vancouver following the arrival of the railroad and First Presbyterian Church was opened in 1886. It was described as neat and comfortable. Fire erased the church a few months after it was opened.

A new First Presbyterian Church arose and in quick succession came St. Andrew's, St. John's and others.

Churches Still Advance

Since this review could deal but briefly with the early history of the different denominations, it must be reported that as the days passed and the 20th century dawned, the churches advanced with the settlers into every part of the province.

To keep pace with this, the province continues to be further divided into dioceses, presbyteries and parishes. And, as the province continues to grow, more missionaries, more clergymen, more laymen, more churches, will be required to see that Christ's message is continually before all the peoples.

Baptists

The Baptists were the last of the large communions to be established in British Columbia. First Baptist Church was organized in Victoria in 1876 by Rev. William Carnes. Eight years later the congregation was dissolved and a new church, Calvary, was organized. It was located on Herald Street, behind the present Hudson's Bay store, and was destroyed by fire.

Emmanuel Baptist Church, which was built at Fernwood and Gladstone, to care for the needs of the rapidly growing Spring Ridge district, was opened in 1886. This church is still serving that area.

The Baptists directed their attention to the mainland in 1880 and built Olivet Baptist Church in New Westminster in 1880. Fire destroyed it in 1898.

The Baptists went to Vancouver to spread their message in 1889 and founded the First Baptist Church there that year. Nanaimo entered the Baptist fold in 1890 when a church was built there. In 1906 the denomination gained a foothold in the Okanagan.

United Church

Throughout this story reference has been made to the United Church of Canada, which now has the largest following in British Columbia. This church, while just over 30 years old, is a combination of the forces of the Methodists, Presbyterians and Congregationalists. It has some of the finest churches in the province and is well in the vanguard in providing new recreation halls and other facilitits for its youth and young couples.

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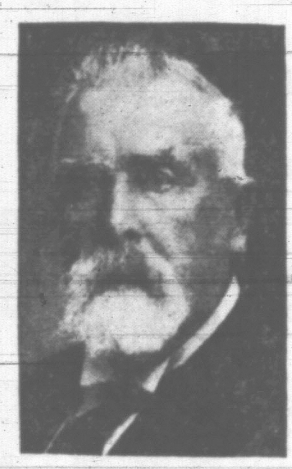

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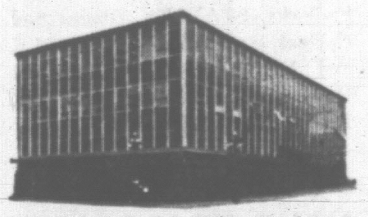

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Huron & Erie - Canada Trust's busy Howe Street office was opened only six years ago. Recently new property has been purchased for further expansion.

This is British Columbia's Centennial Year. All Canadians are proud of this most westerly province, unsurpassed for its great variety and quality of natural resources and scenery. All British Columbians take pride in the phenomenal growth in industry, power development and mineral production which has taken place in the province and are looking forward to greater expansion arising out of increased development of natural resources and establishment of industry on or adjacent to the highways of the world.

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Miners' Riots Force Better Labor Terms

Early Political Labor Leaders

In the first years of the 20th century, James H. Hawthornwaite, right, who was MLA for Nanaimo, and Parker Williams, who was MLA for Ladysmith, were the two oustanding Socialists in this province. They represented mining constituencies and fought hard for reform.

By DAVE FRANCIS

When British Columbia was born in 1858 there were no trade unions in the sparsely-populated colony.

Widely changed is the situation today, when British Columbians are the best union men in Canada and possibly in North America. Some 55 per cent of the province's 391,600 paid workers in non-agricultural industries are organized.

The story of organized labor in this province begins with the formation on Feb. 17, 1863, of the Journeymen and Shipwrights' Association of Victoria and Vancouver Island—the first trade union west of Ontario before 1880.

It was the influence of immigrants of British stock, accustomed to the benefits of organization in the Old Country, that resulted in the organization of such early trade unions almost simultaneously with the beginning of industrial activity in the colony.

One of the most serious strikes was that of February, 1877, in the Wellington coal mines operated by Dunsmuir, Diggle, and Co. The miners walked out over a demand for 20 cents more pay on a ton of coal and trouble about weights.

The company hired "scabs" but they were driven off by the strikers. Though, no longer in the company's employ, the striking miners persisted in occupying the company's houses. When a deputy sheriff armed with writs attempted to eject them, he was laughed at. When the sheriff and a dozen deputies tried the same thing, the angry miners resisted with force.

Matters went from bad to worse, the miners raiding Chinese laborers still at work in the mine.

In early May ships of the Royal Navy were dispatched to Departure Bay with about 120 militiamen from Victoria and New Westminster.

Strikers Left Homeless

Ringleaders were arrested and the strike broken. The strikers were left homeless, their belongings carted to the edge of the Dunsmuir property, and, miners imported from California, were put to work for $1 per ton of coal moved.

In the 1880s an accumulation of factors resulted in large-scale organization.

Historian John Tupper Saywell writes: "New elements appeared — elements that breed and nourish discontent, such as the concentration of capital, the large-scale and often ruthless exploitation of labor, recession and unemployment.

"In addition increasing competition from Oriental labor, although often more imaginary than real, aggravated the working class and labor leaders advised organization in what was considered to be righteous self-defence."

In 1885, the federal government put a tax of $50 a head on all Chinese entering Canada.

Trade union leaders held that Orientals working night and day for low pay made it difficult for white men to exist in such industries as tailoring, lumbering, mining, fishing and cigar-making.

A city labor council was formed in Vancouver in 1889, and within a year similar bodies were organized in Victoria and New Westminster. They were affiliated to the Trades and Labor Congress of Canada formed in 1886 in Toronto.

The Vancouver Trades Council in 1894 asked Congress to form a labor party whose plank should be the exclusion of the Chinese, similar to Australia's policy, or raise the entrance tax to $500 and a yearly entrance tax of $200.

The government raised the head tax to $100.

During the late 1880s, labor was busy fighting for the nine-hour day — six days a week.

Late in 1890 a broad organization of all unions known as the B.C. Federated Labor Congress was established to fight for the eight-hour day. Coal miners on Vancouver Island went on strike for the short day.

United States Influence Develops

Towards the turn of the century, the conservative tradition of British unionism, which had resulted in few and local strikes and restricted political activity, was gradually replaced by American influence.

The American Labor Union, which adopted principles of the Socialist Party of America, sent agents to the province. Two affiliates, the Western Federation of Miners and United Brotherhood of Railway Trainmen, also appeared on the scene, and fought with AFL unions.

About this time a series of labor parties were formed in the province, but none were able to form a government. The ineffectual Socialist Labor Party was formed in 1898; the Labor Party in 1899 called for compulsory arbitration, public ownership of basic industries, the single tax and Asiatic exclusion; the United Socialist Labor Party, although it fared poorly in the 1900 election attracted more attention; the Provincial Progressive Party, a socialist and moderate group, reached a peak of power in 1903.

The radical movement, however, died out in labor unions, especially after failure of a number of strikes in coal mines up-Island and of a railway strike in 1903.

This didn't mean the end of strikes for better pay or union recognition. In 1912, United Mine Workers of America called a series of strikes among new branches on Vancouver Island, spending over $1,000,000 in strike pay over 18 months.

The first strike began in September, 1912, at Extension and Cumberland, and on May 1, 1913, spread to all the mines of the Island, involving 3,700 men. In some mines it continued in 1914.

The militia occupied strike area at an early stage, and violence and injuries, arrests and imprisonments came in due order.

A resultant royal commission condemned the abusive and intimidating tactics used by the striking miners, but endorsed the principle of collective bargaining as desirable. It recommended the legal enforcement of such agreements through amendment of the Canadian Industrial Disputes Act as well as the prevention of discrimination against men for belonging to a union.

The B.C. Federation of Labor, was formed in 1910 after the TLC recommended the establishment of provincial federations of labor, the initiative for the step coming from the Vancouver Trades Council.

By 1913 the federation had 120 affiliated unions with a membership of 14,000.

The B.C. Federation of Labor faded out with the One Big Union and did not reappear until 1952, when it was formed as the B.C. Trade Union Congress.

The title "B.C. Federation of Labor" was taken by the CCL counterpart when it was formed during the Second World War, and adopted at the merger of the provincial bodies in the fall of 1956. Today the federation has more than 100,000 members.

During August of the same year, Victoria's TLC and CCL councils merged. Its affiliates have some 13,000 members today.

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In the meantime McLennan and McFeely had started a hardware business in Vancouver and amalgamated with the E. G. Prior Company in 1929, thereafter becoming known throughout B.C. as Mc & Mc. In 1950 Mc & Mc became part of J. H. Ashdown Hardware Co., making our service embrace all of Western Canada. Everything for "Home and Industry," original slogan of Mc & Mc is more true than ever today, offering the widest and finest selection in Canada of quality merchandise

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WISHED DEATH RATHER THAN BAD INJURIES

By ORMOND MARRION

B.C.'s century of progress has been by fortunate coincidence a great century of progress in the relief of human suffering and the banishment of early death.

The men and women of B.C. 100 years ago lived rugged lives. They had no choice.

Even for the best off and mostly highly placed of them, there was no clean bright hospital when babies arrived, often no blessing of anaesthetic when operations had to be performed, no antiseptic to assure that wounds would heal nor freedom from germs to assure that they would not become infected.

When young Dr. J. S. Helmcken arrived in Victoria eight years before the birth of British Columbia, the Hudson's Bay Company had a surgeon on the fort staff. But the extent of his work is indicated by Dr. Helmcken's description of the surgery:

"It was unique. It contained a gun case and a few shelves, with drugs in bottles or in a paper in very direction. The tin lining of a packing case served for a counter, there was a cot slung to the ceiling, to this room I was consigned."

Dr. Helmcken, 26 when he arrived, had seen the first operation performed with the newly-discovered ether at Guy's Hospital in London. He had also seen all operations performed without anaesthetic. But fortunately, the world was on the edge of the era not only of anaesthetic but of control of germs.

Quelled Smallpox on Ship

Dr. Helmcken came in the Hudson's Bay Company ship Norman Morrison, quelling on the way (with only two deaths) an outbreak of dreaded smallpox among the 80 immigrants on board. His first arrival was only as a visitor, but soon afterward he was appointed colonial surgeon of Vancouver Island, and he is recognized as having been the first white medical practitioner in B.C.

When he came to the colony and for some years thereafter, Indian shamans or medicine men were still purporting to cure disease among the native population by beating and shaking and pinching their patients, howling and whooping to expel the evil spirit, pretending to bite or suck it out of the flesh and dispose of it.

The white man knew more than the Indian, but still comparatively little by today's standards.

Dr. Helmcken's duties included putting up medicines for the trading post patients in the interior and upcoast, and by his own record, his system was to put up "so many purges, so many pukes, so many quinine and calomel, etc."

The pioneer doctor arrived as the fur-trade period drew to a close and gold became all-important in British Columbia. Other doctors came in a few years, perhaps 20 or more among the 35,000 men who poured into B.C. to seek gold between 1858 and 1865, but most of them apparently looked for gold instead of practising medicine.

There was plenty of opportunity for the practice of medicine and particularly of surgery in the gold-rush days, and apparently there was some skillful work done. It is recorded that Dr. Thomas Bell at the hospital in Barkerville in 1865 did a plastic operation on a miner who had had the end of his nose bitten off in a fight, binding his forearm to his face until skin from the arm gave him a neat patch on the end of his nose.

Cared for Hurt Men, Not Women

The first hospital was built only a few years after Dr. Helmcken's arrival, at Esquimalt. Like most of the earliest hospitals, it was built to take care of wounded and injured men, rather than ailing men and women and children.

The Crimean War was in progress, and the British in 1854 feared an attack on Vancouver Island by Russia, so the commander in chief of the Pacific Station asked that temporary hospital accommodation be set up at Esquimalt.

Three interconnecting buildings were erected, containing an operating room, kitchen, apartment for the surgeon, and two wards with accommodation for 100 patients. The cost was $5,000.

Modern Operating Room in 1896

This was the Pemberton Memorial operating room at the Royal Jubilee Hospital. It was constructed in 1896 and did not have electric light until 1897. An operation was being conducted when this picture was taken.

In 1858, Rev. Edward Cridge found a sick man left at the gate of his parsonage in Victoria and took him in, and that action was the beginning of Royal Jubilee Hospital. A short time later he rented a cottage at Yates and Broad as a temporary hospital, and the same year, a more permanent hospital (for men) was established on the Songhees Indian reserve across the harbor. This Royal Hospital later became a marine hospital.

Today's patients might be shocked to death to be confined in such a hospital. In 1861 a grand jury visited it and found "13 patients and one Indian, who appeared to be doing well. . . . We would urge that more bedding and cots be furnished so that the inmates be made as comfortable as possible, as we noticed that the present blankets are much soiled owing to not having a change of bedding."

By this time the Crimean war was over, and Florence Nightingale had started nursing well along the road to being the respected profession it is today, but there is no indication that the Royal Hospital had nurses.

In 1863 a female ward was opened which the women of Victoria undertook to visit on a rotation basis via "the dirty ferryboat", and when the Royal Female Infirmary was established the next year, according to the records, a Mrs. Ford was matron, nurse and housekeeper. Mrs. Ford received $25 a month wages and another $5 for board, fuel and light.

The Royal Hospital and the Royal Female Infirmary, which was at the top of Pandora, united in 1869 to become the Provincial Royal Jubilee Hospital, and seven years later, the Sisters of St. Ann, who had been attending the sick of Vancouver Island since 1858, opened St. Joseph's Hospital for 35 patients, welcoming Protestants as well as Roman Catholics.

In 1859, Staff Surgeon J. V. Seddall of the engineers opened a hospital at Sapperton for surveyors and workers on the Cariboo Road, and the same year a hospital was built at Williams Creek in the Cariboo.

The Royal Columbian was founded at New Westminster in 1862.

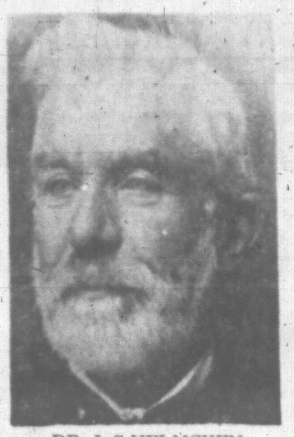
The emphasis then was definitely on sewing up the men injured in the rugged work of developing British Columbia. Pioneers with contagious diseases were usually confined to "pest houses" and not admitted to hospitals where the main business was the repair of broken bodies.

The toughness of the day is apparent in the record of the surgeon of a small CPR hospital at Yale: "Anyhow, we had very few mishaps and bad results (in operations) as the contractors, in blasting, would kill their men outright and do very little injury to those that fell under our care."

Along the B.C. coast in much later years men on highballing logging operations were still in a position to prefer quick death to serious injury, until Rev. John Antle inaugurated the Columbia Coast Mission of the Church of England Missionary Society to bring them not only spiritual help but hospital care. He built a 16-foot open boat in 1904 to start the service, and soon the people of the coast were being served by the hospital ship Columbia and three hospital establishments on shore.

There is no ready record of the first practice of dentistry in B.C., but Dr. A. J. Garesche, an active practitioner for more than 66 years who died in 1952, had seven competitors when he opened his Victoria practice in 1895.

The early days were tough days for people with aching teeth, too; even Dr. Garesche, who didn't start his apprenticeship as a dentist until 23 years after the birth of British Columbia, recalled the days "when it was necessary for the dentist to be stronger than the patient" in order to win the tug-of-war for a tooth, when no one thought of sterilizing instruments, and when "a modern jukebox would have been an asset in drowning in the howls of the patient."



DR. J. S HELMCKEN
. . . first to practice.

The century in B.C. has seen a few small hospitals, maintained by charity and whatever the patient could afford, grow into nearly 100 hospitals and outpost stations supplying general hospital service covered by hospital insurance; a little building on the Songhees Reserve grow into today's big Royal Jubilee Hospital, and a CPR hospital tent grow into a cedar-shake shack with beds for seven and, finally, into the collosus of the Vancouver General Hospital.

The first hospital at Esquimalt cost $5,000. In the past nine years BCHIS has paid out grants for hospital construction and equipment in excess of $18,500,000. It has also paid out more than $210,000,000 toward the cost of more than 2,132,000 separate hospital admissions, covering 92 per cent of cases admitted for acute care.

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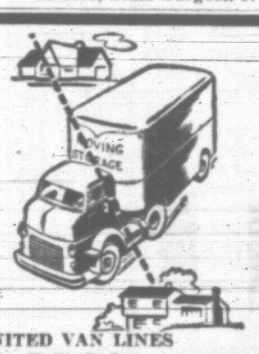

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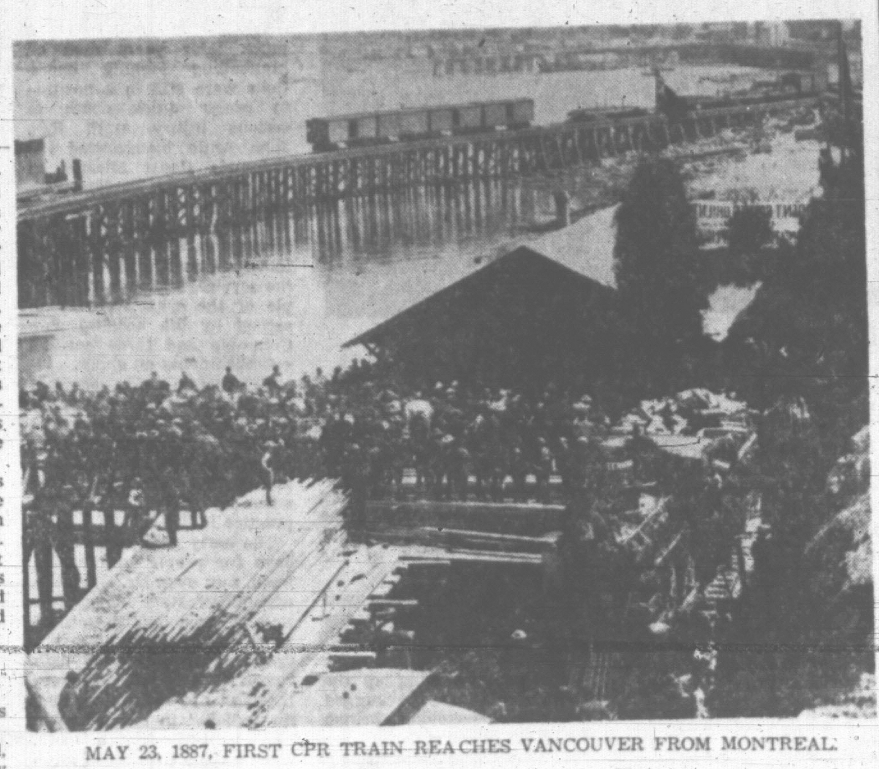
RAILROAD HISTORY TURBULENT ONE

Esquimalt, Then Port Moody, Lost to Vancouver as Terminus

Rails, over which the wood-burning iron horses would pull their venerable coaches, were not spiked down in the heart of Victoria and Vancouver until after a lot of political knuckle-dusting by impassioned, bewhiskered citizens of the two towns.



MAY 23, 1887, FIRST CPR TRAIN REACHES VANCOUVER FROM MONTREAL.

Original plans of Confederation named Esquimalt as the Pacific Coast terminus of the transcontinental railroad, which would weld the widely scattered settlements into a nation.

If these plans had reached fruition Esquimalt today would have been a city of half a million people, with the present mainland industrial plants established along its waterfront stretching from Sooke on the west to Goldstream on the north.

It is possible that Victoria would still be the capital, a mere suburb of Esquimalt. There would be no Vancouver and Burrard Inlet would be like the other inlets on the coast, a nice place for yachtsmen in the summer months.

The transcontinental railroad would have reached tidewater at Bute Inlet, crossed to Vancouver Island on a bridge spanning Seymour Narrows, with the central pier resting upon now destroyed Ripple Rock, and continued down the Island to Esquimalt.

A start was made on the surveys for the new road and on July 17, 1873, the first stake of the location was driven near the Naval Hospital at Esquimalt by Marcus Smith, who represented the Dominion Government.

Two cargoes of rails reached Esquimalt from the United Kingdom for use in construction of the railroad. These rails lay unused at Esquimalt for three years while the battle for the road continued in both Canada and the United Kingdom.

Secession Memorial Goes to Queen

Victoria wielded a heavy political stick at that time and threatened to secede. When Ottawa's attitude continued indifferent the secession memorial was despatched to the Queen on August 22, 1878.

A political upheaval resulted in Sir John Macdonald becoming the Victoria representative at Ottawa and a new climate ensued immediately. He revived interest in railroad construction on the Island and there was elation when it was announced that 100 miles would be laid. But, it was a sugar-coated pill and gloom settled over Victoria with announcement that the 100 miles would be laid between Kamloops and Yale. This was the first time Victorians felt they were being outsmarted in the railroad battle.

This brought into focus the slumbering village of Port Moody on Burrard Inlet. The political manoeuvering had sidetracked Esquimalt and at 12.01 p.m. on July 4, 1886, the first Canadian Pacific train from Montreal pulled into Port Moody. The trip took 137 hours and the train was one minute late.

Vancouver had a sawmill, some fishermen and a few pretty shrewd business men who flamed at seeing their town deprived of being the end of steel. Forerunner of many other determined and well-organized drives to get things done, these Vancouver hard-hitting pioneers snatched the honor from Port Moody and watched, with glowing pride, as CPR engine 374, with four coaches trailing, snorted into what is now the Terminal City at exactly 12.45 p.m. on May 23, 1887. The train arrived right on the dot.

Vancouver Island had been outhustled and outsmarted in this first big railroad venture, but it demanded the Dominion Government make restitution for its niggardly action in faulting on one of the terms of British Columbia's entry into Confederation.

That's how the Esquimalt & Nanaimo Railroad came into being. Reputed wise men in the east came west to survey the situation and recommended building a line of about 80 miles, linking the coal mines around Nanaimo with the naval base at Esquimalt. This, the wise men felt, would compensate for "the accumulated difficulties" which had arisen.

After one failure to get a contractor to construct the road, Robert Dunsmuir, the coal baron, and a few of his United States associates agreed to do the job for a grant of $750,000 and 1,900,000 acres of land, since known as the E & N grant.

Six weeks after the first transcontinental train had reached Port Moody the initial run was made on the E & N and it carried as its distinguished guest, the prime minister of Canada, Sir John A. Macdonald.

The train departed from Esquimalt on the morning of August 13, 1886. On reaching Shawnigan Lake it halted for the ceremony of driving the last spike which was done by Sir John as Mr. Dunsmuir looked on. The train then continued to Nanaimo.

Victoria's molders of policy objected strenuously to still being left out in the wilderness as far as a railroad was concerned and pounded away at everyone in authority until Mr. Dunsmuir agreed to extend his line into the capital.

A bridge had to be built across the Inner Harbor at the end of Johnson Street and on March 21, 1888, the screech of a locomotive whistle heralded the arrival of the first train in Victoria. The banner on the depot announced "Pluck, Prudence, Perseverance." The depot, on Store Street, is still used.

Getting a railroad, even if it was only 80 miles long, into Victoria set the citizenry off into wild jubilation.

The event crowded advertising off the front pages. There was even a two-column heading, something unheard-of, and five columns of dense type. The turn over on Page 4 ran another two columns.

While transcontinental trains failed to evoke editorial comment, the arrival of the E & N in Victoria was good for half a column as the lead editorial, one of which was headed "Red Letter Day."

Everyone who could crowd into the famed dining room of the Driard Hotel was there that night and consumed a nine-course dinner. They said the coming of the railroad "signified that Victoria is, indeed, in the way of being directly connected by rail with the great American metropolis, New York."

Robert Dunsmuir was the hero of the hour and everyone in Victoria thought he should receive a knighthood.

Completion of the rail lines on the mainland and on the Island, within a short time of each other, embarked the province on major development as an economic unit.

FIRST TRAIN GREETED ON ARRIVAL IN VICTORIA, MARCH 21, 1888.

For the arrangements of financing and construction of your new home consult a member of the

Victoria Contractors' Association

and deal directly with a reputable contractor.

IMPORTANT INFORMATION FOR YOU WHO WANT TO BUY A HOME

It's true. The money you spend for a home is the very best single investment you can make today. And, now is the best time to buy. As incomes go up, so do prices. But, in homes, VALUE was never better than it is today . . .

Rooms are larger with more closet space and more convenient and pleasant facilities.

New building methods give you more for less through efficient labor practices.

New land development techniques make attractive, appealing use of minimum acreage.

New materials and techniques make today's house better built, dollar for dollar, than at any other time in the building history!

Write for Information and FREE BOOKLET — Victoria Contractors' Association Member Roster and Buyers' Guide, 1958

Victoria Contractors' Association

Secretary,

1677 Hollywood Crescent, Victoria, B.C. Phone 4-6036

The City of Victoria

IN ITS 96th YEAR AS A CITY

Salutes the Province of BRITISH COLUMBIA IN ITS 100th YEAR

We Have Kept Pace, Stride for Stride, with a Growing Province for Almost a Century

The history of the City of Victoria is no less colorful than that of the Province of British Columbia, for it is bound up with the province's fabulous rise to wealth and prominence.

Fort Victoria, founded in 1843, was destined for greatness for shortly after founding of the Province of British Columbia in 1858, the City of Victoria was incorporated and subsequently became capital of the province.

Today, the citizens of Victoria share a boundless pride in a community that boasts a colorful background, provides every desirable accompaniment to modern living and holds golden promise for the future. Many historic landmarks link the city with British Columbia's development and serve to characterize this corner of the globe in a manner that sets it apart from all others.

PERCY B. SCURRAH
MAYOR OF VICTORIA

Mayor Percy Scurrah and Members of the Victoria City Council Consider it a Privilege to be in Office During This History-Making Centennial Year.

The City of Victoria

British Columbia's Capital City

JEUNE BROS. CANVAS GOODS FOR 72 YEARS!

Ever since 1886 it has been the work of Jeune Bros. to supply fine quality canvas goods to Vancouver Islanders . . . from awnings for their homes to sails and covers for their pleasure-craft! The need for this type of goods is continuous in a province such as B.C. where outdoor living is a part of everyone's way of life.

For decades, the people of this area have been relying on Jeune Bros. for all their camping needs and equipment. During Centennial Year, let us add pleasure and comfort to your outdoor activities with the best in equipment for leisure living.

★ TENTS
★ AWNINGS
★ CAMPING EQUIPMENT
★ OUTDOOR CLOTHING
★ SAILS AND BOAT COVERS.
★ CUSTOM CANVAS WORK OF ALL TYPES

JEUNE BROS. OF VICTORIA LTD.

CANVAS GOODS SINCE 1886

570 JOHNSON STREET PHONE 4-4632

CPR's Epic Story

Construction of the Canadian Pacific Railway is one of the epics of Canadian history.

It was built in spite of colossal financial, physical and political difficulties. It was often on the verge of failure.

In reality, it was a miracle of the 80s. Even today, as one rides in luxury on the streamliner Canadian through the fascinating passes, he marvels at the ingenuity, resourcefulness and courage of the engineers who pushed the line through. Especially, when one remembers that it was the day of the pick and shovel and wheelbarrow.

When the CPR's first train slipped into Port Moody and a year later into Vancouver there was little comfort in either the engine cab or the coaches. The train stopped often to refill the tender with cordwood, which the firemen heaved into the fire-box. The inverted funnel-shaped smoke-stack had to be well wired to prevent sparks from consuming the country side.

The wood-burning locomotive gave way to the coal-burner, which, in turn, was replaced by the oil-burner and eventually the diesel.

Little Publicity

Although we look back on the arrival of the first CPR train on the Pacific Coast as a remarkable event, it did not get the coverage one would expect.

Therefore, we find the papers, writing of the arrival of the first train at Port Moody in 1886 as follows under a single column heading on Page 3, and no editorial:

"Passengers expressed their unbounded delight with the overland trip and have no doubt that the route will become highly popular from a scenic point of view.

"Many of those who gathered to see the first train arrive had never seen an engine before and regarded it with every degree of interest."

Arrival of the first train in Vancouver the following year didn't fare much better, taking second place to a wedding and appearing under a one-column heading. The story was just over one column in length. Again there was no editorial.

The story was slightly enthusiastic and follows in part:

"The engine, 374, was a mass of verdure and mottoes and flags and was perhaps the prettiest sight ever seen on the coast. 'From Ocean to Ocean' was conspicuous on the engine and on the buffer beam 'Our National Highway.' 'Montreal and Vancouver.'

"Hanging from the head-lamp brackets were two flags, one on each side, labelled respectively 'Atlantic' and 'Pacific.' The rail guard was prettily decorated with red and white streamers bound round. Inscribed on the number plate were the talismanic words 'Arcadia' and 'Eldorado.'

"As the train reached Vancouver it was greeted with cheers at every point. At the railway wharf it seemed as if all of Vancouver (2,000) had congregated and a mighty shout went up as the train thundered into the station between the handsome double arch of fir. The Vancouver City Band struck up 'See the Conquering Hero Comes'."

INTERIOR OF AN EARLY RAILROAD COACH. THERE WERE FEW COMFORTS.

'Here to Stay'

The bitterness which had been created when the CPR decided to continue its rails from Port Moody into Vancouver was briefly touched on by a company spokesman at a banquet that day.

"The company acted upon what it believed to be right and here we are and here we intend to remain," he said. This statement brought "deafening cheers."

The CPR today has 9,080 employees on its payroll, which annually totals $34,290,000.

It has 80,245 freight cars, 2,635 pieces of passenger equipment and 6,277 work cars, for a total of 89,158, in its B.C. division.

GTP and CNP Go Broke

Among the casualties in the First World War were two railroads which had pierced the Rocky Mountains and planned to give, not only competition to the CPR but also to participate in the opening of the northern half of British Columbia, a project very much in the public eye today through the prospecting of the Wenner-Gren interests.

The Grand Trunk Pacific Railway and the Canadian Northern Pacific Railway were adjusting themselves to their new transcontinental operation when the war broke out. This caused the flow of risk capital from the United Kingdom and Europe to cease.

That's how the people of Canada became the owners of the greatest railroad system in North America, the Canadian National Railway Company, which operates 33,000 miles of railroad, and has 125,000 employees.

The CNR was incoroprated on June 6, 1919, and took over control of the Canadian Northern Pacific, which had been constructed by the two railroad pioneers, William Mackenzie and Donald Mann, whose partnership dated back to 1888, and the Grand Trunk Pacific.

Once the CPR had found a way through the mountains and eastern interests envisioned a fertile field for development in British Columbia, planners came up with new projects.

One of these was Charles M. Hays, newly appointed general manager of the Grand Trunk Railway, who made a hurried trip to his company's headquarters in London. He submitted to his board of directors a proposal for a new railroad to the Pacific Coast, running through entirely new country, north of the CPR, and establishing a new port on the B.C. coast.

London went for the scheme and on July 3, 1903, the Canadian Government entered into a contract with the Grand Trunk for construction of a second transcontinental line.

Named Prince Rupert

The Yellowhead Pass was selected and followed into Prince George. From there the line drove westward toward the proposed terminal at either Port Simpson, Port Essington, Kitimat or Kaien Island. Hays and his engineers selected Kaien Island and, in a nation-wide contest for a name for the new port, Prince Rupert was chosen.

Actual construction work at Prince Rupert started with the turning of the first sod on May 7, 1908, but it was not until April 5, 1914, that the last spike was driven at Fort Fraser. The first transcontinental train reached Prince Rupert Sept. 6, 1914. Less than two years later, March 7, 1916, the Canadian Government took over the GTP.

Mackenzie and Mann's Canadian Northern Railway, which was to share the same fate as the GTP, had slowly and quietly been growing and reached Edmonton in 1905.

By 1909 they had picked the Yellowhead and for a long distance their rails were to parallel those of their rival, the GTP. The terminal was to be at Port Mann, on the Fraser River, from where a ferry would take the train across the Gulf of Georgia to Patricia Bay on Vancouver Island, and thence into Victoria which would, at last, realize its dream of being the terminus of a transcontinental railroad.

Like the GTP, the CNP never had a chance to get on its feet and, after a year's operation, it felt the financial pinch and had to go into receivership. Date of the collapse was Nov. 16, 1917.

The Victoria-Cowichan line was completed in the fall of 1923 and five years later all construction work on Vancouver Island came to an end. Passenger service was discontinued in 1931.

The line from Victoria to Patricia Bay was used for some time. When the rails were removed freight destined for the Island was placed aboard the car ferry Canora, which with her twin funnels abreast, was constructed in 1918, and is still a familiar sight off Victoria's waterfront.

PGE No Longer 'Laughing Stock'

Each day the Pacific Great Eastern Railway pushes two miles further into the northern wilderness. By mid-August the railway will enter the limits of Dawson Creek.

For many years this unusual railroad was the butt of political intrigue, impolite reference and a ballooning debt.

It was known as a "white elephant," a "headless railway." Travelers referred to it as the "Please Go Easy" railway.

Today, we find that the PGE is no longer "a political experiment" but "one of the most modern railways in the world, and the first railroad in Canada to use microwave transmission for its communication system." It is fully dieselized and its new rolling stock makes it the most modern equipped operation of its size in North America.

The PGE came into being during an era of wild railroad construction. It was incorporated on Feb. 27, 1912, for the purpose of providing a link from Vancouver with the Grand Trunk Pacific at Prince George.

In 1918 the PGE was acquired by the B.C. Government and from then on the treasury had to be milked steadily and heavily to keep it rolling.

As a "headless railway" it operated between Squamish and Quesnel for many years. When the Province swung passed the year 1950 there was renewed interest in the central areas and a growing demand that something be done about the "white elephant."

On Aug. 27, 1956, another of the hazy dreams of old-timers came true. A passenger train left North Vancouver and went through to Prince George.

This feat did not satisfy present-day planners and contracts were awarded to take the steel through to Dawson Creek and another line on to Fort St. John, where the heart of the Peace River country will be reached.

This northern extension opens for development some of the richest resources in the Province. Only rail transportation can do the job. The Rocky Mountain Trench, covering an area as large as much of Europe, will, according to preliminary surveys, disgorge mineral riches beyond the conception of man.

The territory between Vancouver and Prince George embraces farming, ranching, lumbering, manufacturing, mining and an abundance of water power, all of which will be required as B.C. continues its great growth.

When the rail is completed into Fort St. John, it will attract business which formerly was dispatched toward an outlet at Edmonton. This will demand greater services at Vancouver, will bring about an increase in marine transport, indirectly accelerate business conditions affecting numerous industries and assist in the stimulation of new industries along the territory served by the railway.

While keeping an eye on the freight potential, officials of the PGE are not losing sight of the scenic attractions which have established the line as one of the most colorful on the continent.

The new Dayliner train has cut the running time between Vancouver and Prince George from 27 hours to less than 16. Airline-type meals are served on the run.

What will happen after the PGE reaches Fort St. John? There are suggestions that it will continue its northward push and reach through the Yukon to the Alaska border, where maybe the United States will link it with its settled communities. The PGE is no longer a laughing-stock. It is a railroad really going places.

- Marching Ahead with Vancouver Island

EVANS, COLEMAN & JOHNSON BROS. LTD.

OVER 72 YEARS OF SERVICE

Whenever there is building to be done . . . whenever building supplies are needed . . . minds turn, naturally, to this old-established building supply firm. Our policy has been consistently maintained for over seventy-two years of supplying the very finest materials and service at reasonable prices.

● TRUE-MIX CONCRETE ● PLASTER SUPPLIES ● MASONRY SUPPLIES
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EVANS COLEMAN & JOHNSON Bros Limited

VICTORIA NANAIMO

We Honor the Province of British Columbia on its 100th Anniversary

As thousands pay tribute to B.C. during Centennial Year . . . we also express congratulations to a province which has progressed in one direction only—forward.

From "Horse and Buggy" Days . . .

1933 and 1954

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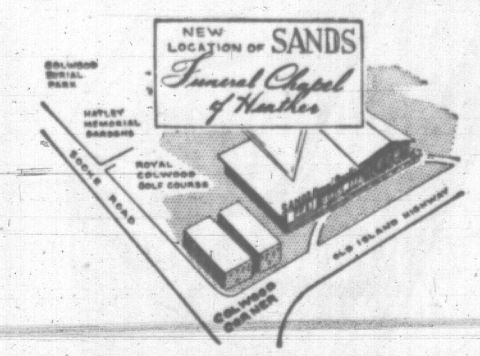
"Memorial Chapel of Chimes"

VICTORIA, B.C.

Sands Original Funeral Chapel 1912



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"Funeral Chapel of Heather"

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to Give Thoughtful and Sympathetic Service to Faimlies of Every Faith

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ROSE'S JEWELERS

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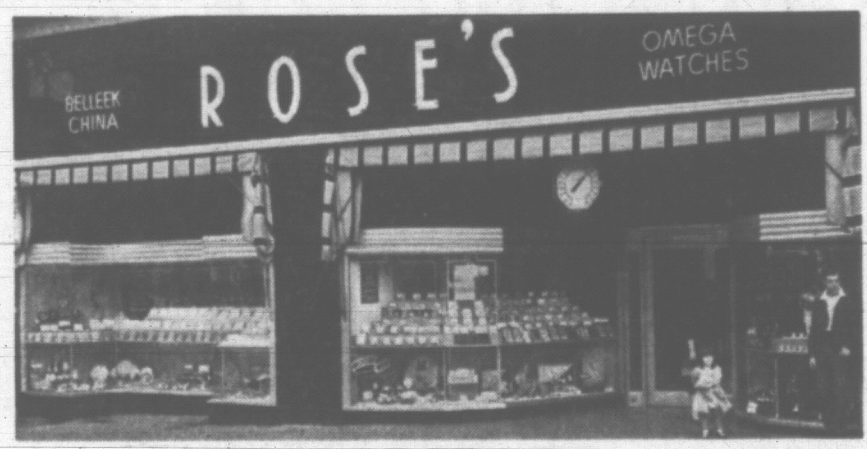

ROSE'S TODAY

It has been our privilege over the past 46 years to supply Victorians with the lasting mementos for life's happiest occasions, such as engagements, weddings, anniversaries, birthdays and graduations.

We take this opportunity to thank you, our many customers, for our continued success.

In the future Rose's will continue to offer Victoria's most outstanding selection of nationally known quality jewelry products with superior after-sale service and the convenience of our easy credit terms without carrying charges.

For the Centennial Year Engagement EXCLUSIVELY AT ROSE'S.

B.C. Dogwood Design "CENTENNIAL" Engagement Rings from.....$100

1317 DOUGLAS STREET

ROSE'S LTD.

JEWELERS

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Schools Halt Neglect to God, Society

The motorist, northbound from Victoria on the old highway, swings left from the Gorge Road to cross Craigflower Bridge, waves his hand toward a two-storey white plank building and says to his passenger: "First school in British Columbia or Western Canada."

He's wrong in three particulars.

There was no British Columbia when Craigflower School was built. Nor was there any Western Canada by that name. And Craigflower is not the first school in this part of the world.

It is, however, the oldest surviving relic of formal education here in its nursery stage and one of the five first schools built in the Crown Colony of Vancouver Island when this was frontier country.

The beginnings antedate it some four years.

In 1849 the newly-appointed Hudson's Bay Chief Factor, James Douglas, had moved the company's western fur trading headquarters from Fort Vancouver on the Columbia to Fort Victoria. Within the pallisades of the new fort he wanted a chaplain and a school teacher.

They came in the persons of the Rev. Robert J. Staines and Mrs. Staines, English folk bewildered by conditions which were not as they had been represented.

Within a year of the Staines' arrival, Douglas was calling for other schools "to give a proper moral and religious training to the children of the settlers who are growing up in ignorance, and the utter neglect of all their duties to God and society."

Class of 1865 at historic Craigflower School.

Craigflower School—it wasn't the first.

Roman Catholics Had First Teacher

The need was greatest for children of Protestants. Those of Roman Catholic faith, said the company chief factor and now Governor of the colony, "had until lately a very able and zealous teacher in Rev'd Mr. Lamfritt, a French priest of the Society des Oblats, who is now (1851) living with the Indians at Cowichan Valley."

The Governor's plea was answered when provision was made for one common school in Victoria and one in Esquimalt. The Colony undertook to grant £50 apiece a year and a free house and garden for the teacher, who was entitled to charge a fee not exceeding 30 shillings a year for each pupil.

In 1852 Charles Bailey, or Baillie, arrived in Victoria—"a young man," wrote Douglas, "who acted as school master for the emigrants during their outward voyage. Having conducted himself with great propriety since his arrival, and not being particularly useful as a mere laborer," he was engaged.

Eighteen boys enrolled and fees of £1 per student were charged the parents. The common school had arrived on Pacific Coast

In quick succession a school was opened at Nanaimo and in 1853 the Puget Sound Company asked for a school at Maple Point, that small promontory in the upper Gorge where historic Craigflower still stands. It was opened in 1855 under Charles Clark.

More schools followed, one on what is now the playground of Central Junior High, and the importance of education was recognized with the arrival in Victoria of the Rev. Edward Cridge and Mrs. Cridge.

While Mrs. Cridge set up a school similar to that formerly conducted by Mrs. Staines, and also established Sunday School, Mr. Cridge became, in effect, the colony's first inspector of schools, as well as company chaplain.

Conditions Generally Primitive

His reports paint their own picture of those days of squealing slates, high absenteeism, no regard for girl students, low teachers' salaries and generally primitive conditions.

By 1865 schools here had outgrown their swaddling clothes and were toddling. The Colonial Legislative Assembly had passed an act respecting common schools and education became regulated, with control largely in the hands of the Governor.

Attendance of children between 6 and 18 was compulsory and tuition was free—that is paid for by the colonial treasury. And the edict was laid down that instruction should be non-sectarian.

But one of the chief problems of education in these parts had already become apparent. The new superintendent of education, Alfred Waddington, was calling for a budget of $25,000 for Vancouver Island. Costs were going up. The colonial secretary was growing uneasy.

Dramatists Helped

By 1867 schools remained open in Victoria only because the Victoria Amateur Dramatic Club, under Mr. G. Bartholomew, held a benefit show to raise funds for teachers' salaries. And the next year the Victoria school board resigned after making a final payment of $94.81 to "Mrs. Butler, who has been teacher of the Saanich School during the past year without any remuneration from the board."

On the Mainland various means of raising funds were attempted, including, at one time a $2 head tax on all male residents over 18.

In Victoria the situation became so severe that schools closed in 1872—a mark of indifferent administration by the council of the time which was also the school board.

Finances continued to dominate British Columbia's school picture, but other features were intruding.

In 1869 new regulations made provision for the election of local boards with certain authority over school matters.

Succeeding amendments starting in 1870, established the post of government inspector of schools, created a board of examiners for candidates seeking certification as teachers and provided for fund-raising systems.

The board of education was empowered to levy certain taxes for schools, but found the job unpleasant and consequently collected only from those who were prepared to pay.

In the early 70s a proposal was advanced to collect school taxes on real and personal estates. The council and the public were not ready for it.

Notable act amendments came in 1872. They authorized the election of school trustees and set up a $40,000 public school fund from the Provincial Treasury.

In 1873 education, or at least school attendance, became compulsory for children seven to 14. The same year trustees were empowered to appoint teachers.

As the province moved toward the new century, changing times made their impact felt. Costs were placed, in part, on real estate in municipalities in 1888 and funds were raised by the City Council through assessment on rateable property in the city.

Health Standards

The early 1900s brought fresh attention to the treatment and certification of teachers, their working conditions and their specialization in elementary, superior and high schools.

Importance was formally attached to health in the schools in 1905 and within a short time concern had been extended to take in tests of sight and hearing among pupils.

Victoria pioneered the division of elementary schools from high school, establishing the latter in 1876. With its opening under distinguished auspices, the Governor-General's medal for proficiency among graduates was established.

Other centres followed Victoria, with high schools springing up in the early 1900s and in 1901 the first Normal School — an offshoot of special high school courses — was opened in Vancouver. The Victoria Normal did not open until 1915.

In 1900, at the expense of Sir William Macdonald, manual training was introduced on a trial basis and proved its merit. Domestic science, started under the auspices of the Local Council of Women in 1903, was officially recognized in the School Act two years later.

George Deane set up technical units in 1914. John Kyle pioneered correspondence courses in 1918 and 1919 and lived to see them expanded under the Department of Education in 1929.

By 1888 cities were obliged to meet a third of teachers' salaries. Three years later they assumed half the burden and all other costs.

Provincial Government authorities began to devise new systems of payments for teachers, providing $10 per capita to cities in 1893. The system had its drawbacks. Nanaimo, crowding its classes to capacity, used only the government grant and emerged with a surplus.

The government moved to correct the situation. By 1906 it made per capita grants per teacher, rather than a per student allowance.

The shift of educational costs from the province, which paid teachers' salaries entirely from 1872 to 1888, to the local school authorities, shows clearly in comparative tables.

In 1871-72 the total educational bill was $11,540. By 1930 it was $10,000,000, with the government paying $3,000,000 and the cities and municipalities $7,000,000.

Cameron Report

Later came the Cameron Report and recommendations for greater liberality. The total rose to $20,000,000, with the government supplying $9,300,000 By 1950-51 the gross was $54,000,000, the government share $25,800,000.

Marking the thinking of the times, the Cameron report aimed at providing provincial assistance for the smaller, poorer centres to give rural British Columbia children educational opportunities as equal as possible to those of the richer urban districts.

Accompanying the rise in Victoria population, was the spectacular construction program of the years immediately before the First Great War. From 1908 to 1914 the city built a dozen schools, Victoria West, Sir James Douglas, Quadra, Oaklands, Margaret Jenkins, George Jay, Burnside, Beacon Hill, Bank Street and Victoria High among them. Then for roughly 30 years, the city rested and retired school building loans.

Immediately after the last war the crush of new population sent the city and surrounding districts into school construction again. The Greater Victoria district's first postwar building program called for an expenditure of $5,000,500, ratified by ratepayers in 1947. The second, in 1954, authorized $3,129,000 for more buildings and in 1957 the third step was passed, with taxpayers' approval for another $4,470,000 investment in buildings.

The same crush of student population forced expansion of Victoria College and the University of British Columbia.

First conceived as a dream of education superintendent John Jessop in 1872, the provincial university concept had finally materialized at the turn of the century with Victoria and Vancouver High Schools giving two years in arts under McGill University affiliation.

The College and UBC—finally located on the mainland — have known their periods of struggling growth and their successful efforts to establish and maintain high standards.

The great testing time of the postwar, when enrolment mushroomed, were met and passed by the college and the university — passed proudly with graduates adding stature to the institutions' splendid records.

Both push forward. At the University of British Columbia the new, modern Buchanan building represents a move from the tar-paper shacks which still house too many fields of study and provide totally inadequate accommodation, classroom and residential, for students in Canada's second largest university.

Education's 100 years' progress has been accompanied by the continuing problem of financing schools. It is far from solved as the second century begins and a new commission investigates British Columbia's educational needs.

Money the Big Issue

CHAPLIN'S FUNERAL CHAPEL

J. E. Chaplin — 980 Quadra

Budget Terms Available

Congratulations to British Columbia on Her 100th Anniversary

The greenhouses in Esquimalt were purchased in 1892 from The Hudson's Bay Company by Mrs. Ashley, and today they contain the greatest amount of glass in the city, and are devoted to growing cut flowers and potted plants. The present owner, Cuthbert L. Read, who succeeded Mr. and Mrs. W. H. Brown in 1950, is the largest grower in the flower business locally . . . since 1918.

BROWN'S VICTORIA NURSERIES LTD.

Located at 1163 Esquimalt Road

RETAIL STORE: 618 VIEW STREET

Same Location Since 1913 — Member F.T.D.—Victoria's Leading Florists

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1858-1958 B.C. CENTENNIAL YEAR

CENTENARY

through service...

GROWTH

The London Life Insurance Company is proud to play a part in the business life of the great province of British Columbia, where last year over $47,000,000 of life insurance was purchased from this Company. The people of this Province now have over $300,000,000 of life insurance with the London Life.

London Life

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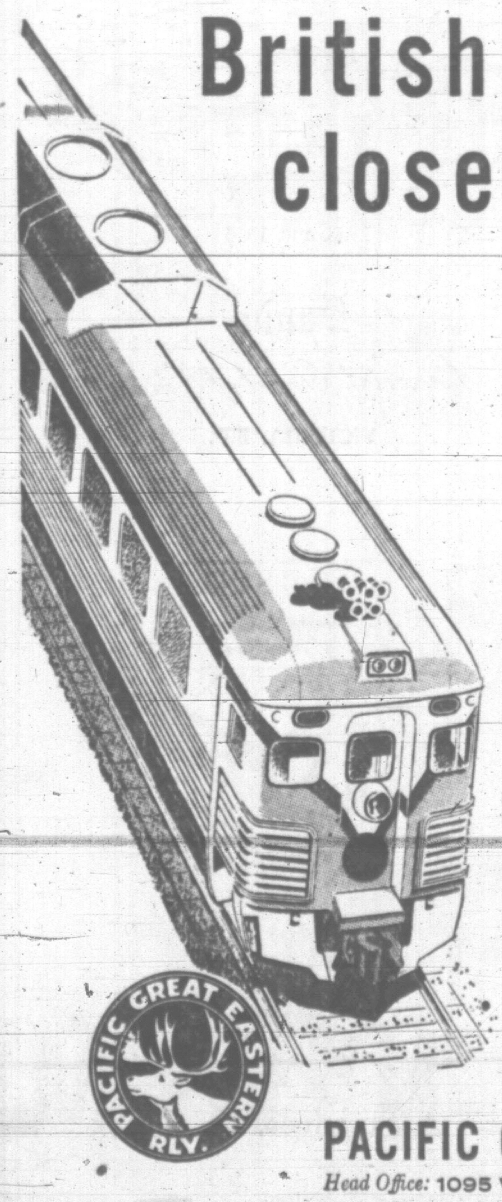
Bringing British Columbians closer together



Bringing British Columbians closer together . . . for business and pleasure . . . is the year 'round service of the modern Pacific Great Eastern Railway.

The P.G.E. serves industry in B.C.'s fast growing Northern Interior — linking its vast natural resources with the world markets.

A further 366 miles of new line between Prince George and Fort St. John and Dawson Creek will soon be completed.

For the holidayer, swift, modern "Cariboo Dayliners" provide easy access to sports and recreation.

For the businessman, it's a fast route to new markets.

North America's Most Modern Railroad

PACIFIC GREAT EASTERN RAILWAY

Head Office: 1095 West Pender St., Vancouver, B.C.

First Telegram Tells Of Lincoln's Killing

Thanks to the vacuum tube, the undulatory current and the gregariousness of human beings, no one in British Columbia need be without immediate communcation with his neighbors.

The average resident can speak to any other telephone subscriber on the continent—or in the world. The farmer has a magneto 'phone that connects him with the nearest exchange. Miracles of electronics have created the handy radio-telephone that serves fishermen, loggers, miners and others who must live miles away from their fellows.

Emergencies can be met, and loneliness defeated.

Radio is for all, and the lucky few of the "isolationists" even have television. Life in the hills and woods isn't quite as apart from the rest of the world as it was before 1865, when B.C. jumped from the age of the stage coach and courier to that of the telegraph.

That year Western Union Telegraph Company, the great system that still serves the United States, opened a telegraph wire between New Westminster and Seattle. Its first message, carried April 18, told of the assassination of President Lincoln.

Western Union was responsible for one of the most ambitious schemes in the early history of the province — the Collins Overland Telegraph that blazed brilliantly for two years, then collapsed with a tragic thud.

It was designed to fill the need for telegraphic communication between North America and Europe, then becoming desperate in the late 1850s and early 1860s, and was based on the belief that Cyrus W. Field would never manage to lay a trans-Atlantic underwater cable.

Little wonder that few believed in him, since attempts had been made in 1857, 1858 and 1865, all of which ended in failure. The answer, therefore, was felt to be a land line, and the natural route was from British Columbia to the eastern end of the Siberian telegraph line, at the mouth of the Amur River.

Chinese, Cossacks, Ships Push Construction

During 1865 and 1866 there were 500 skilled men engaged in building telegraph lines, exploring the route, or transporting goods and material. Additional Cossack bands in Siberia, Chinese in B.C., and Indians all along the proposed route helped push the project forward. Seven seagoing vessels and a fleet of smaller craft were acquired to give speedy delivery of goods along the route.

In June, 1865, wire headed north at the rate of six miles a day from New Westminster, by that time in telegraphic communication with the outside world. Other parties started at Yale and worked north up the Fraser. By mid-September they had reached Quesnel, and explorers had established a route northwestward to Hazelton, more than 400 miles away by foot.

When the 1866 work season opened, wire was strung over this route, and by August it had reached a point 25 miles northwest of Fort Stager, now Kispiox, at the confluence of the Kispiox and Skeena Rivers. It was there that word was received of the successful laying of the Atlantic cable.

Not Complete Failure

It was a magnificent defeat but the failure was not quite 100 per cent. That portion of the telegraph line between New Westminster, Quesnel and Barkerville became the origin of the present system in northern B.C., and very likely gave the Cariboo telegraph service much sooner than otherwise.

Western Union operated the service until 1871, when the new Dominion of Canada loomed as the new senior government for the province.

On Sept. 27, 1880, the government purchased from Western Union 450 miles of land lines, and 16 miles of cable between Vancouver Island and the mainland, and operated them as part of the Dominion Government Telegraph Service.

Another major change followed in 1887, when the C.P.R. finished its railway to the coast, and its telegraph system appeared in competition with the government lines.

As a result, the C.P.R. bought part of the government system, and undertook to operate another large portion for the government.

The Dominion government moved into the wireless telegraphy field in 1907 with the construction of a station atop Gonzales Hill, here in Victoria, under auspices of the Marine and Fisheries department.

Others followed at Point Grey, Pachena Point, Estevan Point, Alert Bay, Bull Harbor, Prince Rupert and Cape Lazo.

Victoria, flouting legend even 80 years ago by being just as progressive as its detractors said it was pokey, adopted the telephone almost as soon as it was invented.

Alexander Graham Bell patented the telephone in March, 1876, and by July, 1877, instruments had been brought here from San Francisco by William J. Pendray to link the Pendray soap works and Jeffree's store and give the two owners — interested in joint business ventures — a chance for quick communication.

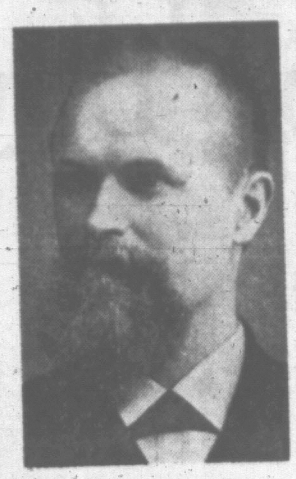
Stringing B.C.'s first telegraph wires, in 1865.

Jeffree's was at Government and Yates, and the soap works at the present site of the Empress Hotel.

This line, although used succesfully, was regarded as a freak, and it took R. B. McMicking, superintendent of the B.C. Telegraph, to rouse further interest in telephones.

In March, 1880, the Victoria and Esquimalt Telephone Company was formed with R. B. McMicking as manager. The service became operative July 15, 1880, with 36 subscribers, thus making Victoria the first city in B.C. and third in Canada to have regular telephone service.

The British Columbia Telephone Company entered the long-distance field with a line from New Westminster to Port Moody in 1884. In 1885 New Westminster and Vancouver were joined, and local services were launched at Vernon and Nelson. The merry ring of telephone bells was first heard in Nanaimo in 1891.



W. J. PENDRAY
. . . had first phone.

B.C. Telephone took over the Victoria system in 1898, and by 1903 it was only too apparent that all systems must be unified to give proper service to the public. The amalgamation under the name of B.C. Telephone took place in 1903.

Victoria scored another notable first in telephone communication with the start of service Nov. 1, 1930, on the largest automatic system in Canada. With the flick of a switch 17,000 dial phones were activated, and the phrase, "Number, please" on local calls joined the dodo.

B.C. Telephone has grown from a humble start to an organization serving 450,000 telephones on more than 100 exchanges, and employing 7,500 persons.

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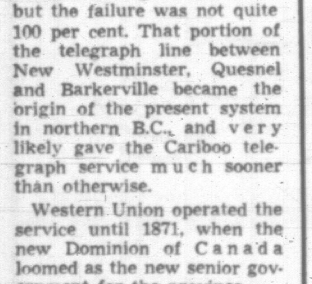

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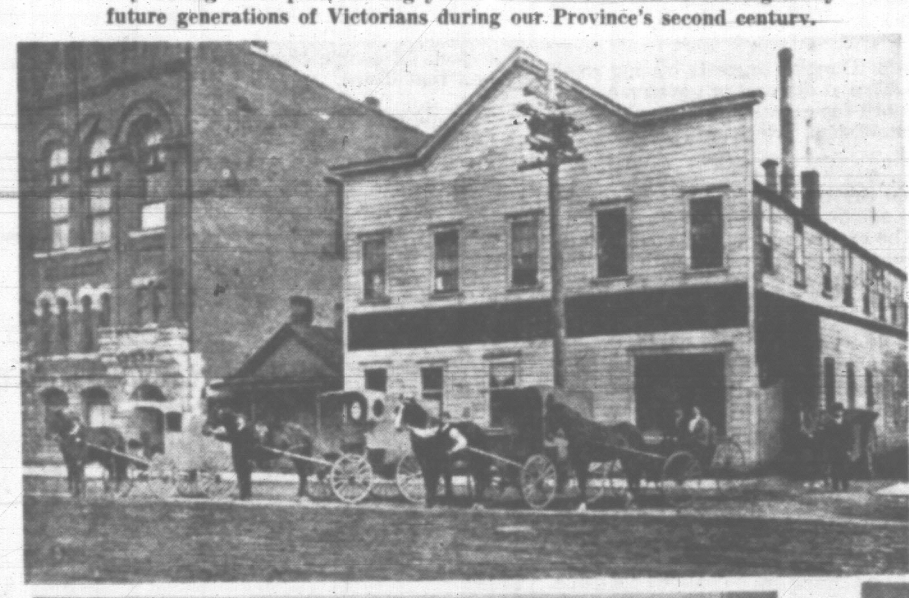
New Method is proud to have played its part in the development of our city during these past exciting years. It looks forward to serving many future generations of Victorians during our Province's second century.



H. R. STEPHEN
Manager of New Method Laundries

1890 Plant — Site of Dominion Theatre

The picture on the left shows the original site of the New Method Laundries. Known then as the Bickerdike Laundry, and later as Victoria Steam Laundry, it stood on the present location of the Dominion Theatre on Yates Street. **Contrast the three horse-drawn wagons with today's modern fleet pictured below.**

New Method's present Sales Force consists of 21 highly trained routemen whose job is to bring New Method's many services to the homes and businesses of Victoria with clock-like regularity. Between them they make 8,000 calls each week.

A feature of New Method's staff is the large number who have spent a lifetime in the service of the company. All those pictured above have been with New Method for over 25 years. Their combined skill and know-how are your best guarantee of satisfaction.

New Method Fleet

Today New Method's fleet consists of 25 modern vehicles which between them travel over 120,000 miles a year. They are maintained in tip-top condition at the company's own garage. Their familiar black and yellow colors are well-known on every Victoria street.

NEW METHOD LAUNDRIES

LAUNDRY - FUR STORAGE - LINEN SUPPLY - SANITONE DRY CLEANING

Day by Day Record of Main Events of 1858

INSIDE FORT VICTORIA, WITH BASTION GUARDING ENTRANCE.

Jan. 8—Governor Douglas begins active year, 1858, visiting the mining town of Nanaimo.

* * *

Jan. 22—Governor Douglas announces gold licence fee raised from 10 to 21 shillings a month, to give government more money for providing law and order in the Fraser River and Thompson River district.

* * *

Jan. 23—Captain Hawkins appointed Chief Commissioner to lay down B.C.-Washington boundary, preparing for founding of Mainland Colony of B.C. on Nov. 19.

* * *

March 16—An Interior miner assures Governor Douglas gold prospects on Fraser River, five miles above the Forks, have all characteristics of California gold district and are much richer than in Thompson district.

* * *

March 22—Governor Douglas reports a mild, dry winter with farmers' stock in fair condition. Seeding has commenced but there is a labor shortage as nearly all the floating population has moved to the Thompson River gold mines.

* * *

March 23—Gold is discovered at Hill's Bar! The great Gold Rush begins

* * *

March 24—Governor Douglas forecasts many problems if British Government doesn't provide law enforcement in the new mining fields.

* * *

March 25—Many Americans are flooding in towards the Thompson River and others are prepared to follow, it is announced.

* * *

March 26—Governor Douglas fears serious food problems will hit the Thompson River gold area, as the country is without resources and transport is difficult.

* * *

April 6—Governor Douglas reports to Her Majesty's Government that Indians have done most of the prospecting and taken out most of the gold, about 800 ounces. He reports they are jealously opposed to the whites coming in to hunt for gold.

* * *

April 14—George Simpson arrives in Victoria from the Fraser River and reports that "gold is found in more or less abundance on every part of the Fraser River from Fort Yale to the Forks."

* * *

April 17—Chief Trader McLean arrives by canoe in Victoria. He reports parties are proceeding up the Fraser River almost every day.

SS. COMMODORE

April 25—U.S. steamer Commodore reaches Victoria from San Francisco with 400 men bound for the Fraser River.

* * *

April 26—Reports reach Victoria that many accidents have happened in dangerous rapids of the Fraser River. Canoes have been dashed to pieces, their occupants swept into eternity and their canoes lost.

April 27—Governor Douglas informs Her Majesty's Government that the men who arrived on the Commodore represent "the very dregs" of society. They were British, American, Germans, Italians and Frenchmen, "all adventurers."

* * *

April 28—Governor Douglas protests accounts in San Francisco papers giving an impression of our country as "a second California or Australia" and also the "false and exaggerated statements of steamboat owners and other interested parties" who hoped to profit from a gold rush emigration.

* * *

April 29—Victoria merchants rejoice over influx of people. They favor strongly making "this port a stopping point between San Francisco and the gold mines, converting the latter, at is were, into a feeder and dependency of the Colony."

* * *

May 2—Victoria hopes to become centre of gold rush—plans to employ light steamers of shallow draft to ply between here and the Falls of the Fraser River, distance of 130 miles.

* * *

May 4—Governor Douglas says if diggings prove remunerative it would be impossible to check flow of immigration.

* * *

May 5—Boats, canoes and every species of small craft are pouring human cargoes into the Fraser River. It is supposed that not less than 1,000 whites are already at work or on their way there.

* * *

May 6—Governor Douglas suggests placing small naval or military force at disposal of government for law enforcement until the question of the gold fields' productivity is established, which will be late this year.

* * *

May 7—Captain Prevost of HMS Satellite advises Admiralty of contradictory and unreliable reports on gold diggings. "The excitement on Vancouver Island itself is quite insignificant compared with that in Washington and Oregon territories and California," he wrote.

* * *

May 9—Negroes in California sent delegates from San Francisco to investigate gold news from B.C. When their report received a number of negroes immediately booked passage for Victoria and will form the nucleus of the negro population in B.C.

* * *

May 10—Reports state that all ships' crews in Puget Sound have deserted and gone to the diggings. No desertions from naval vessels in Victoria so far, but temptations are great.

* * *

May 16—Amor de Cosmos, who changed his name from Smith, arrives in Victoria to become a newspaperman and B.C. statesman who persuaded the province to join Confederation in 1871. His new name means "lover of the universe."

* * *

May 19—Controls slapped on entrance of miners to the Colony.

* * *

May 30—Governor Douglas enlists support of Indian chiefs in establishing colony of British Columbia and in avoiding clashes between whites and natives. He meets Cossabalts, chief of the Spuzzum, and Tell-Tella, chief of the Falls.

* * *

June 5—The first Sisters of St. Ann arrive in Victoria to establish their Academy, with their vital interest in hospital and educational work.

* * *

June 6—The first vessel to reach Fort Hope, the Surprise, tied up on the banks of the Fraser today.

June 25—Victorians get their first look at a local newspaper. It is named "The Victoria Gazette and Anglo-American" and is published by J. W. Towne & Co. and edited by H. C. Williston and C. Bartlett.

* * *

June 28—First Chinese arrive in Victoria. They came north from San Francisco.

* * *

June 29—At Fort Hope flour was selling at $60 a barrel, bacon at 75 cents a pound and sugar at 50c cents a pound.

* * *

June 30—It is enjoined that all persons on the goldfields maintain a due and proper observance of Sundays.

* * *

July 2—First oranges sold in Victoria—the first fruit, except for berries sold by Indians. The oranges came from California.

* * *

July 4—There are now four barber shops in Victoria, but residents complain there is no public bath.

* * *

July 5—Survey of town lots in Victoria completed.

* * *

July 6—There is no form of entertainment in Victoria. Immigrants waiting for work chances at the Hudson's Bay Co. store or the Collector's office idle away their spare time and spare change by tossing coins.

* * *

July 7—Four hundred miners left Victoria yesterday in 50 skiffs, canoes and sailboats for the Fraser River.

* * *

July 8—Steamers Orizaba and Cortes reach Victoria from San Francisco with 2,800 passengers.

* * *

July 9—More than 3,500 mining licences have been granted in Victoria up to this date.

* * *

July 10—Lots are sold by auction at Esquimalt. Most of them go to Ah Sou, a San Francisco Chinese merchant. Top price was $1,400.

* * *

July 11—Number of burglaries and robberies of all descriptions committed in Victoria becomes serious and it is hardly safe for a man to lay his hat down.

* * *

July 12—One hundred miners working at Texas Bar are making from $10 to $20 a day. At Hill's Bar, 700 men are making from $10 to $50 a day.

* * *

July 14—First fire engine seen in British Columbia arrives in Victoria from San Francisco . . . it is a second-hand pumping engine.

* * *

July 15—First move made to establish a YMCA in Victoria. Members of different churches petition Governor Douglas for a donation of land on which a building would be erected.

* * *

July 16—Price of lumber goes down to $50 a thousand, and building boom reported. Victoria expects to escape being known as "City of Canvas" or "Tent Town."

* * *

July 20—The Victoria Gazette refers to the "Salubrious climate of Victoria." Cases of sickness are exceedingly rare and the columns of the Gazette have yet to record a death from natural causes. Also, the first watermelons are sold in Victoria.

July 21—First sternwheeler to ply the Fraser River arrives at Yale. She is the Umatilla.

* * *

July 22—Letters going from Victoria to New York must have 12½ cents postage on them, as well as a United States stamp.

* * *

July 23—An Indian convicted of stealing and "in possession of a drunken, bad character," was tied up in the Fort Grounds at Victoria and 12 lashes were administered upon his back by the sheriff.

* * *

July 26—Gold is reported discovered at Nanaimo.

* * *

July 28—A second newspaper appears in Victoria—named the Vancouver Island Gazette.

* * *

July 29—Capt. William Brotchie, who brought the first lot of potatoes to Victoria and transported two loads of ice from Knight Inlet to San Francisco, is named first harbor master of Victoria (Brotchie Ledge is named after him).

* * *

July 30—Rates for a single letter reduced to five cents.

* * *

July 31—First volunteer fire department—with all vehicles hand-drawn—organized in Victoria.

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Down through the ages . . . long before British Columbia was inhabited by white man . . . flowers have been a traditional means of expression — of love, sympathy, congratulations, or wordless sentiment.

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The colors woven and blended into this Tartan are intended to tell the story of the proud past and glorious future of this great Province and are reproduced from the official Crest of the Province.

BLUE of the Pacific Ocean that abounds about us, honoring our great Fishing Industry and our natural ports and harbors.

GOLD of the Crown, also of the Sun as represented in the Crest, bearing the motto of the Province, "Splendor sine occasu."

WHITE AND RED of the Cross of St. George, depicting our bond with the Commonwealth, WHITE also of the Dogwood, our Provincial floral emblem.

GREEN of our mighty forests . . . from which come our main industry and wealth and thousands of sub-industries which reach out to the markets of the world.

Shown above, attractive model Mrs. P. F. (Dodi) Francis, Vancouver, wearing the new Centennial Tartan fashioned into a charming tailored suit for the Centennial Year.

We are proud to offer to Victoria the new Centennial Tartan which is destined to become a tradition. Available in Ladies' Sportswear, Suits, Housecoats, Stoles; Men's Jackets, Shirts, Ties, Scarves, Caps; Girls' Skirts, Scarves, Tams; Boys' Pants, Ties.

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250 Years old pair Queen Anne sterling silver serving spoons
Also English Crystal—as new as tomorrow

Harold Robinson's
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Dramatic Start of B.C.

SIR MATTHEW BEGBIE

COL. R. C. MOODY, R.E.

Aug. 1—Students at Craigflower School at Victoria, first school in B.C., begin writing examinations today.

★ ★ ★

Aug. 2—British Columbia proclaimed a colony in the House of Commons in London. Also today, the first gold dust was melted and refined in Victoria.

★ ★ ★

Aug. 3—Governor Douglas issues proclamation declaring Fraser River open to free trade on fresh beef, mutton, pork, poultry, live sheep, cattle and swine and vegetables of all descriptions.

★ ★ ★

Aug. 4—Fourteen vessels, carrying 1,000 passengers and 2,000 tons of cargo, have reached Victoria from San Francisco in the first four days of August. Merchants are worried that the city is flooded with too many goods.

★ ★ ★

Aug. 5—"An Act for establishing a registry of deeds" introduced in the House of Assembly.

★ ★ ★

Aug. 14—Forty mules arrive from San Francisco.

★ ★ ★

Aug. 17—Governor Douglas orders road opened from Fort Yale to Douglas Portage, distance of 10 miles. Richard Hicks, assistant commissioner of Crown lands of Fort Yale district, to carry out work.

★ ★ ★

Aug. 18—Since start of Fraser River Gold Rush, 23,408 persons have come north from San Francisco. Of this number, only 492 were women and 134 children.

FORT LANGLEY, 1858.

Aug. 20—Steamer Otter reaches Victoria from Fraser River with $30,000 in gold dust.

★ ★ ★

Aug. 21—Steamer Enterprise, 115 feet long, arrives from Columbia River to operate out of Fort Langley.

★ ★ ★

Aug. 22—A sternwheeler begins operating to the head of Harrison Lake.

★ ★ ★

Aug. 24—Canvas houses in Victoria declared a public nuisance by the commissioner of police.

★ ★ ★

Aug. 25—Cricket match played between Victoria Cricket Club and a team from HMS Satellite.

★ ★ ★

Aug. 26—Permission granted Lord and Fleming to construct the first sawmill in the interior of B.C. at Hill's Bar, scene of the gold strike, to supply lumber for building in that area.

★ ★ ★

Sept. 6—First law prohibiting sale or gift of liquor to Indians proclaimed by Governor Douglas at Yale.

★ ★ ★

Sept. 7—Governor Douglas visits Hope and gives directions for establishing and laying out the town.

★ ★ ★

Sept. 8—First steam vessel built in British Columbia, the Caledonia, launched.

★ ★ ★

Sept. 11—First issue of French language newspaper, Le Courier de la Morelle Caledonia, sold in Victoria.

★ ★ ★

Sept. 17—British Columbia gets its first legislative library, in bill which passes the Legislative Council.

★ ★ ★

Oct. 4—Colony of British Columbia booming so strongly that three well-known institutions had to be introduced—a jail, a customs house and a post office. All to be ready by winter.

★ ★ ★

Oct. 18—HMS Ganges arrives at Esquimalt to become flagship of the Royal Navy's squadron on the Pacific, and to lend her name to the village on Salt Spring Island.

★ ★ ★

Oct. 29—Royal Engineers begin arriving in Victoria, under command of Capt. Parsons.

★ ★ ★

Oct. 30—Steamer Governor Douglas launched today at Victoria.

★ ★ ★

Nov. 15—Capt. Grant and his company of Royal Engineers leave for Fort Langley.

★ ★ ★

Nov. 16—Matthew Begbie (later known as the "Hanging Judge") arrives from England. Governor Douglas leaves by HMS Satellite for Point Roberts, thence by Hudson's Bay steamers Otter and Beaver to Fort Langley, to proclaim establishment of B.C. as a Colony.

★ ★ ★

Nov. 19—Establishment of the Colony of B.C. and of the governorship of James Douglas proclaimed. English law comes into force and the licence of the Hudson's Bay Co. to exclusive trade with the Indians revoked. Governor Douglas attends ceremony with Matthew Begbie, Rear Admiral Baynes, Mr. Cameron, chief factor of Vancouver Island, and Capt. Parsons of the Royal Engineers.

★ ★ ★

Nov. 20—British Columbia police force becomes integrated unit and Chartres Bew appointed chief inspector. The Union Jack flies over the forts at Hope and Yale.

★ ★ ★

Nov. 21—Governor Douglas returns to Victoria . . . for discussions on Vancouver Island joining the Colony.

★ ★ ★

Nov. 23—First disposal of public lands in B.C. takes place under direction of Mr. Pemberton.

Nov. 30—A. C. Anderson, Postmaster-General for B.C., announces mails will be sent "by every favorable opportunity" to Langley, Hope and Yale at a charge of five cents.

★ ★ ★

Dec. 9—The first Lieutenant-Governor of British Columbia, Colonel Moody, takes office.

★ ★ ★

Dec. 11—The Victoria British Colonist, now The Daily Colonist, appears as a weekly newspaper. (This year it also celebrates its centenary).

Dec. 16—Rev. William Burton Crickmer appointed chaplain of the Fraser gold fields area.

★ ★ ★

Dec. 18—Need of a church in the gold fields so pronounced that the government sets a precedent and builds one at Fort Langley.

★ ★ ★

Dec. 23—First book in B.C., not of an official nature, comes off the presses for sale at Christmas. It is "The Fraser Mines Vindicated" by Alfred Waddington.

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PRESCRIPTIONS Rx HEADQUARTERS

R. H. McCALL, Manager
McCall Davey Drug Co.

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B.C. HIGHWAY-1958 *One hundred years ago the way was up the coast by clanking paddle steamer. Fifty years ago, steel rails were British Columbia's link with the rest of Canada. Twenty years ago, TCA's first service took off from Vancouver - the aircraft a 10-seater Lockheed, the route mileage 122. From this beginning has come one of the world's major airlines. 24 flights, including TCA's express 'Mercury' services, leave Vancouver every day, seating over 900. A 31,000 mile network of routes links Vancouver with all main cities in Canada, with the United States, Great Britain (through flights by the new 'Hudson Bay' route), Europe, Bermuda, Nassau and the Caribbean. TCA progress goes on, to bring still better service to B.C.*

TRANS-CANADA AIR LINES TCA

Turbulence Marked Growth of B.C. Press

Giant two-decker press which turned out Centennial Edition.

By BRIAN TOBIN

The story of the press in British Columbia is a turbulent one, matching the history of a pioneer province born in the roaring hurlyburly of a gold rush and surviving into an age of industrialization and massive wealth.

Often a local paper disappeared because its community disappeared almost overnight. But for every one that died another sprang up somewhere else, and in the end the press of British Columbia won a lasting place as an integral and essential part of the community.

It was a long hard road. The late R. E. Gosnell, at one time provincial archivist, called British Columbia a "journalistic cemetery" because of the heavy mortality among aspiring newspapers.

The first known efforts to found a newspaper took place right in Victoria. The pioneer Roman Catholic missionary of the northwest coast, Bishop Demers, sponsored a publication called the Courier, and the Comte de Garro, a Parisian who had left France in 1851, helped edit it.

Two editions of the paper were published in French, but there was no support for it and it died on the spot.

The Victoria Gazette had better luck. Begun in June, 1858, it appeared twice each week until November, 1859, under the auspices of the firm of Whitten, Towne and Co. After its death, another publication, the Vancouver Island Gazette, was put out by Frederick Mariott, an English arrival from California. It lasted only a few weeks.

British Columbia's journalistic history really begins with the arrival of Amor de Cosmos. One of the colony's outstanding personalities, he had begun life in Nova Scotia under the name of Smith.

Amor Nearly Became 'de Muggins'

Later, in the California mining fields, he formally petitioned the State Legislature for a change of name. Everyone knows the odd appellation he chose. But few know that he very nearly became Amor de Muggins instead. A legislative member with a sense of humor tacked that on as an amendment to the original private bill — and it almost passed.

De Cosmos acquired the printing plant that Bishop Demers had used and soon was putting out the British Colonist three times a week. (It was the same hand press that later was sold to the Cariboo Sentinel.) A man of endless energies, he launched an immediate editorial war against Governor James Douglas and kept it up for years.

There seemed to be room for another paper in the thriving settlement of Victoria and in 1862 D. W. Higgins, who had worked for the San Francisco Chronicle, teamed up with Sheriff McMillan to put out the Victoria Chronicle.

The community proved not yet large enough for two papers. The British Colonist found it hard going and sold out to the Chronicle in 1866, the merged publication being continued as the Colonist.

It is interesting to look back at early copies of the paper. The British Colonist of Saturday, December 11, 1958, was marked Vol. 1, No. 1, and promised to appear every Saturday. Subscriptions were $5.00 a year, or 25 cents a copy, and advertisements were $5.00 per square of 12 lines per month, "Terms Cash."

It was a four-page paper, and the leading story of the day was entitled "The Fraser Mines Vindicated; or, The History of Four Months." The article was signed by Alfred Waddington.

Frankness was a journalistic virtue, even in those times. The edition of "Tuesday morning, June 3, 1862," carried a bold heading over its main news column: "No Important News."

Five Newspapers Once Ran Here

Not many Victorians know that the Telegraph, the Express, the News, the Globe, the Evening Post and the Chronicle were published here in early days to flourish temporarily. The Standard ran for 20 years, edited for some time by de Cosmos after he had left the Colonist.

The Daily Times, first published on June 9, 1884, by Senator William Templeman, was the only one of these later projects to survive and become a part of today's community.

It was first printed in premises on Broad Street which, later were torn down when View Street was put through to Government. The paper moved to the building at the corner of Broad and Fort which became a landmark for many years, until the Colonist and Times merged their mechanical operations in the present building on Douglas Street near Hillside in 1951.

The first edition of the Times carried a good display of advertisements for San Francisco firms, indicating the close connections between the two cities in those days.

The main stories of the day were a review of the building boom in Victoria and a description of the steamer, "Queen of the Pacific," which had just arrived in port.

Meanwhile, on the mainland, there had been numerous journalistic ventures.

The Moodyville Tickler was the first paper to be published in the Vancouver area. It appeared on July 20, 1878, the brain child of a 26-year-old sawmill clerk named William Colbeck.

Like many a newspaperman before and after him, Colbeck worked the night trick, "drawing scanty draughts of inspiration from haught but the plaintive melody of a couple of Thomas cats . . ."

The Port Moody Gazette was another early venture. A four-page weekly, it was first published on Dec. 15, 1883, as an off-shoot of New Westminster's "Mainland Guardian," founded in 1869.

The Port Moody Gazette flourished until 1887. It fought tenaciously against plans to extend the C.P.R. tracks to Coal Harbor (now Vancouver), but it died two months before the first train steamed through to the new terminus.

John Robson had a brief career with his Columbian. In 1869, during hard times, he moved it from New Westminster to Victoria, where it was later purchased by the Colonist. Robson became editor of the Colonist.

In 1880, Robson went back to New Westminster and purchased the Dominion Pacific Herald, changing its name two years later to the British Columbian, the same which his original paper had borne. Robson at one time served as provincial secretary and as minister of finance.

In the hinterland of British Columbia there was similar journalistic activity.

Each aspiring newspaper was launched as the dream of a man or a couple of partners, each one embodied the hopes and the savings of someone who saw an opportunity to become a power in his community and a part of the ever-growing province.

But nowhere more than in Vancouver were the problems of the newspaperman exemplified.

There was a Vancouver newspaper before there was a town. The Vancouver Weekly Herald and North Pacific News saw the light of day on January 15, 1886. It was put out by Bill Brown on a hand press he had brought from Toronto, and the main item in its first edition was a notice of application to the Legislature for the incorporation of Vancouver.

The advertisers in that issue still couldn't agree on the name of their community. Some referred to it as Coal Harbor, some called it Hastings or Granville, and a few guessed right on Vancouver.

The little four-page paper prospered and soon was in a position to get a better plant.

Meanwhile the Vancouver Adviser had opened on May 8, 1886. It was the first daily newspaper on the Mainland and it printed four pages 13 inches by 20.

Its proud claim might well stand today: "About the first enterprise that really marks the transformation of a community from a village to a city is the establishment of a daily newspaper."

In a later issue the column of local news items was headed off with a line that is still topical: "Rain! Rain! Rain!"

On the morning of June 1, 1886, the Vancouver News made its appearance, and the Advertiser switched from morning to afternoon publication.

The date is important. There was the Weekly Herald, ready to move to a new plant; the Daily Advertiser, just entering the afternoon field; and the brand new News. Less than two weeks later all three papers were completely burned out when the great fire of June 13 levelled the whole city.

But fire was not the only hazard in Vancouver newspapering. The Advertiser became a weekly a few months later, then resumed daily editions.

The following year the News and Advertiser merged, changed hands again and appeared as the Daily News-Advertiser for the next 30 years.

The weekly Herald became a daily, the Evening Herald, in 1887, but could not compete with the News-Advertiser and suspended publication. The Vancouver Daily World appeared three months later, edited by J. C. McLagan, who had helped found the Victoria Daily Times three years earlier.

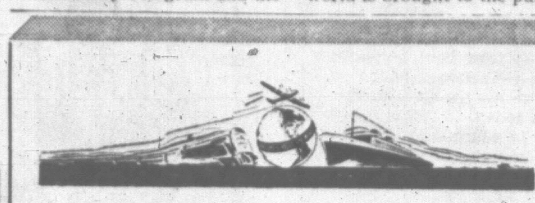
The Daily Telegram and the weekly Monitor were other early Vancouver ventures which did not survive. There was little indication then of the mighty metropolitan dailies, the Sun and the Province, which today serve British Columbia's largest city.

Today, British Columbia has thirteen daily newspapers and numerous thriving weeklies. As far north as Prince George and Prince Rupert, as far south as Nelson and Trail, the presses roll and the news of the community and of the world is brought to the public.

25 YEARS 25 YEARS

United PURITY Stores

LOCALLY OWNED AND OPERATED FOOD STORES SERVING VANCOUVER ISLAND FOR 25 YEARS



Serving the Travelling Public for 50 Years

★ Let us answer ALL your Travel Questions—and make your journey really carefree . . . We will gladly attend to your bookings, hotel reservations, passports, visas, etc.

★ We advise on customs and health regulations, etc.

GEORGE Paulin LTD.

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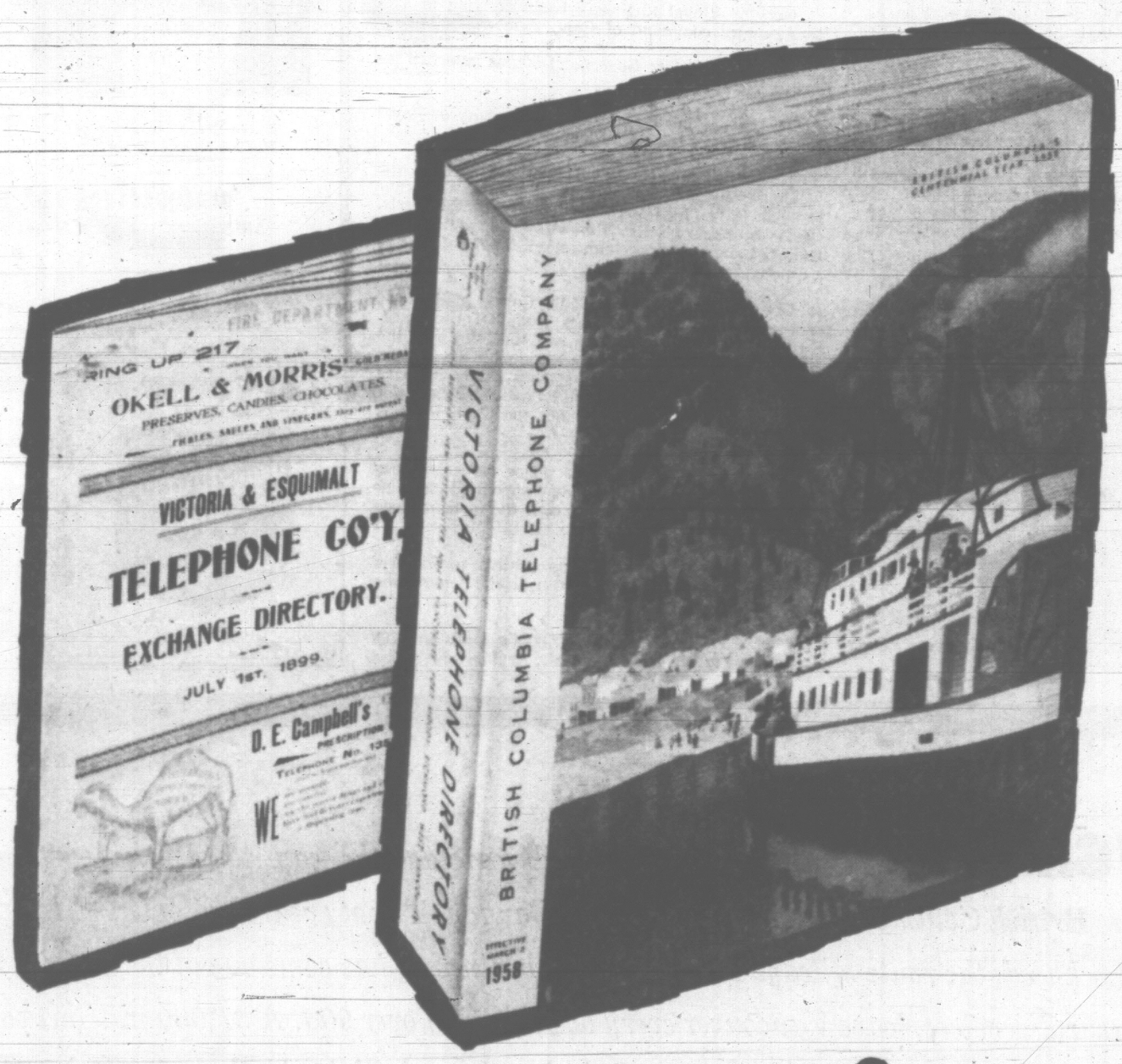


BRITISH COLUMBIA TELEPHONE COMPANY

these two books show the real story of VICTORIA'S growth

Charting the growth of a community is largely a matter of mathematics. Population, the number of service stations or supermarkets, the dollar volume of cheques cashed through its banks—these are just yardsticks of growth. By this standard, telephone service in the Victoria exchange has grown impressively—from nearly 600 phones in service in 1899 to nearly 60,000 phones today.

Sixty years ago, the first Victoria telephone directory was a drab projection of an outlook that had no concept of beauty in design, no time for fancy theories about the legibility of type. Compare it with the new Centennial directory, which bears on its cover a full-color reproduction of a painting specially commissioned for the purpose. Its listings are set in type that was scientifically developed to assure maximum ease of reading.

The new directory would have served its purpose if the contents alone had grown, with the format unchanged since 1899. But it would have failed to show that we, like the City of Victoria, have grown in more than mere size.

The new Centennial telephone directory for Victoria will be issued in September. This new directory will become effective with the introduction of "2-5" numbering to Victoria and District telephone numbers, on Sunday, September 28th. Under this system prefixes "EVergreen" or "GRanite" will be added to existing numbers, but only the first two letters of the prefix ("EV" or "GR") will be dialed, followed by the five figures of the original number.

"Canada's Second Largest Telephone System"

RITE SPOT COFFEE SHOP

728 HERALD ST.

They tell me it's the BEST COFFEE IN TOWN

• Sandwiches Another Specialty

VETERAN STAGES LTD.

Bus Depot — 728 HERALD ST.

This much-used transportation system was started in 1921 with a Model "T" Ford by A. F. (Art) Wale who operated to and from Langford under the name of Langford Stages.
Later, two additional lines were opened to take in the Metchosin district and 7-passenger cars were used. The new name of Veteran Stages was adopted and the 700 Block Yates was the terminal.

5 BUSES ARE NOW SERVING THE PUBLIC FROM 7.15 A.M. TO MIDNIGHT in the following districts.

Route 1
- View Royal
- Parsons Bridge
- Belmont Park
- Langford
- Langford Lake

Route 2
- Colwood
- Happy Valley
- Metchosin District
- Albert Head

Two Early Forecasts on B.C.

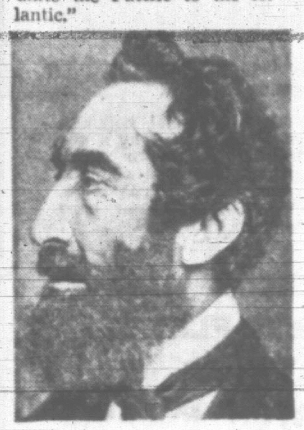
THE OPTIMIST:
"Wealthiest of all!"

A novelist, playwright and orator, Sir E. Bulwer Lytton headed the Colonial Department in London when British Columbia was born. He introduced the bill into the House of Commons on July 8, 1858, which was to provide the government for New Caledonia, as this area was then generally known.

Although he was a long way from here, he was a man of tremendous vision and he foresaw the British Columbia of today.

In addressing the House of Commons in introducing the bill, he said:

"More rational, if less exciting, hopes of the importance of the colony rests upon its resources and upon the influence of its magnificent situation on the ripening grandeur of British North America. I do believe that the day will come, and that many present will live to see it when a portion, at least, of the lands on the other side of the Rocky Mountains being also brought into colonization and guarded by free institutions, one direct line of railway communication will unite the Pacific to the Atlantic."



SIR BULWER LYTTON

Three years later, Lytton, had this to say:

"That colony, with its neighbor Vancouver, taken from the Hudson's Bay Company, gives to England her only possession on the Pacific Ocean. But that possession is the key to the Pacific and, had I been still in office, long before this, I venture to think, one line of British settlements would have sprung up to connect the Pacific with the Atlantic. Quietly, unofensively, with no alarm to Europe, England has thus annexed from the wilderness, annexed to her Crown, a country larger than England itself, and which, before a quarter of a century is over, will add millions to our national industry in support of the profits of agriculture, the wages of labor, and the interchange of commerce.

"I am not out of place in alluding to that act in my own administration of which I am most proud and if in future generations my name should be remembered in connection with the establishment of the colony destined I believe, to be the wealthiest of all that now speak our language, it will be as the representative of this county of Hertford."

QUEEN VICTORIA

Historic Letter Which Named B.C.

Following is the despatch which Queen Victoria had sent in 1858 from Buckingham Palace to Sir E. Bulwer Lytton, head of the Colonial Department in London, naming this great land "British Columbia":

"The Queen has received Sir E. Bulwer Lytton's letter. If the name of New Caledonia is objected to as being already borne by another colony or island claimed by the French, it may be better to give the new colony west of the Rocky Mountains another name. New Hanover, New Cornwall and New Georgia appear from the maps to be names of subdivisions of that country, but they do not appear on all maps. The only name which is given to the whole territory in every map the Queen has consulted is 'Columbia,' but as there exists also a Columbia in South America, and the people of the United States call that country also Columbia, at least in poetry, 'British Columbia,' might be, in the Queen's opinion, the best name."

Previously the Queen had permitted her name to be given to the capital city.

THE PESSIMIST:
"Not worth keeping!"

The editor of the London Truth didn't like British Columbia and on September 1, 1881, he wrote:

"A group of Montreal and New York bankers have understaken to float ten million dollars' worth of the Canadian Pacific Railroad Company's land grant bonds and the Bank of Montreal, with its usual courage, has taken one-fourth of the entire loan.

"The Canadian Pacific Railway will run, if it is ever finished, through a country frost-bound for seven or eight months of the year, and will connect with the western part of the Dominion, a Province (British Columbia) which embraces about as forbidding a country as any on the face of the earth.

"British Columbia, they say, have forced on the execution of this part of the contract under which they became incorporated with the Dominion, and believe that prosperity will come to them when the line is made. This is a delusion on their part. British Columbia is a barren, cold, mountain country that is not worth keeping. It would never have been inhabited at all, unless by trappers of the Hudson's Bay Company, had the 'gold fever' not taken a party of mining adventurers there, and ever since that fever died down the place has been going from bad to worse. Fifty railroads would not galvanize it into prosperity."

Victoria's OLDEST FOUNDRY

Serving B.C. for 75 Years

● IRON ● BRASS AND ● ALUMINUM CASTINGS

BRING YOUR SPECIALTY JOBS TO US

VICTORIA FOUNDRIES LTD.

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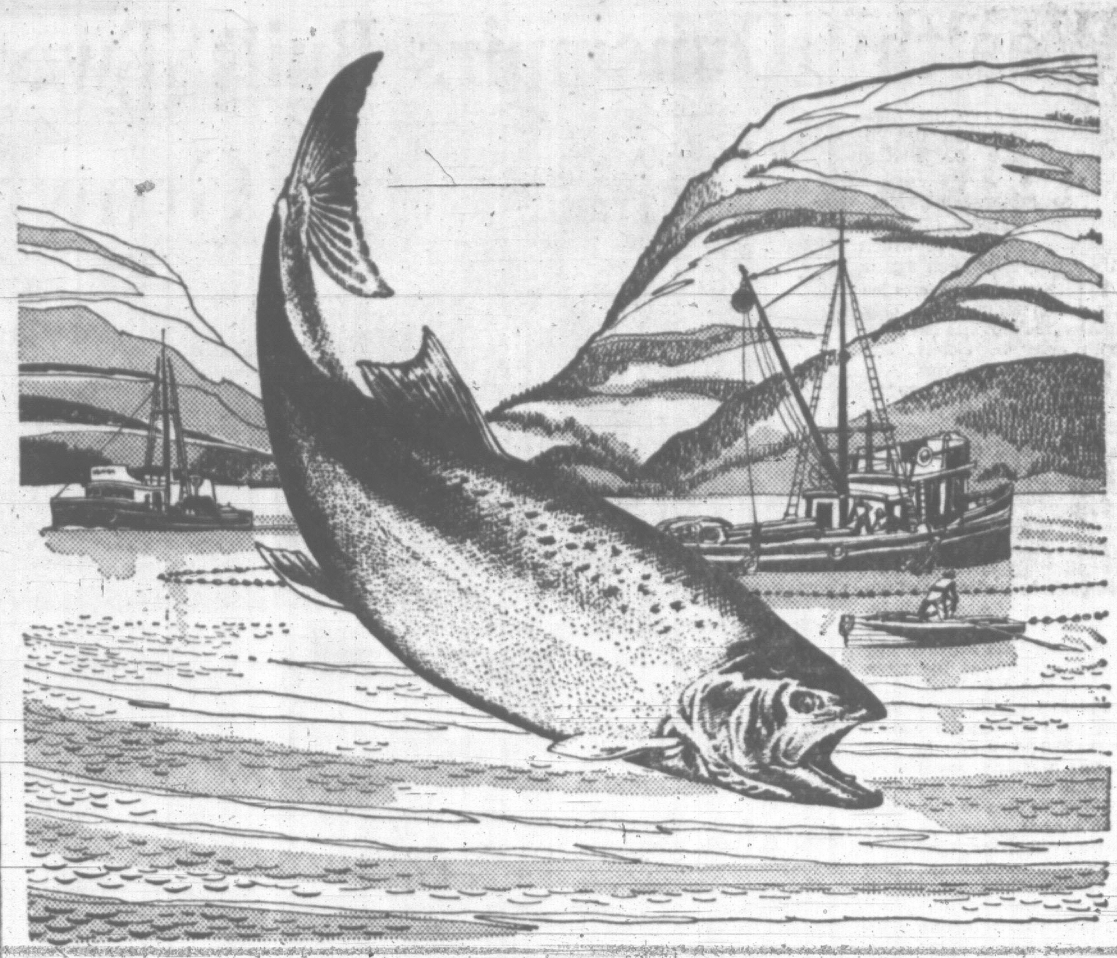


Prosperity through foresight...

The fisheries have played a major role in the development of British Columbia. Important in furthering the progress of this province during the *next* hundred years is wise planning for the conservation of the Pacific salmon and other fishes.

The Salmon itself is a multi-million dollar industry, a vital export. It provides both food and sport, a living symbol of this Province.

The very plenitude of the Salmon often makes people take this magnificent fish for granted. But when streams become polluted or obstructed the fish die and fail to reach the spawning grounds, large salmon runs disappear—witness what happened to the sockeye salmon runs of the Fraser River, now happily restored.

Conservation is everybody's business. It should be the concern of people in high and low places, in industry, among fishing fleets and sportsmen, just as it is the concern of the Department of Fisheries of the Government of Canada. This is the surest way to assure plenty of salmon in the next century.

For interesting information about the salmon and other B.C. species write to the Department for free copies of "Fisheries Fact Sheets."

DEPARTMENT OF FISHERIES

OTTAWA, CANADA DF-228

HON. J. ANGUS MACLEAN, M.P., MINISTER GEORGE R. CLARK, DEPUTY MINISTER

1871-1958

BUILT ON THE BEDROCK OF 87 YEARS SERVICE

Since the early days of Victoria, through years of prosperity and depression, war and peace, Rithet's has met changing conditions with a policy of far-sighted progress, not merely growing with, but leading in the growth of our city and province.

Times have changed with the passing years. New problems, new avenues of commerce have opened up. Conditions undreamed of when Rithet's doors first opened are met with the streamlined efficiency of modern methods. Behind the name of Rithet's stands the unshaken integrity based on years of growth and expansion.

RITHET CONSOLIDATED LIMITED

706 FORT STREET *Just above Douglas*

INSURANCE — REAL ESTATE
MORTGAGE LOANS — AUTO FINANCE

Wealthy Dunsmuirs Built Two Castles

Dunsmuir is the most famous name in the industrial life of British Columbia.

Two generations, Robert and James, built an empire, the like of which may never be seen again.

Their gandiose schemes led them into building the only castles this province has seen. Both arose in Victoria and both are still in service.

Craigdarroch, or more familiarly known in the early days as Dunsmuir's Castle, is now the head office of the Greater Victoria School Board.

Hatley Park, a baronial castle sitting amidst one square mile of forest and magnificently developed gardens, is now the centre of the Tri-Services Cadet College, after having served a useful period as HMCS Royal Roads, where officers of the navy were trained.

Robert's castle is the subject for a storybook romance. Over 100 years ago he was talking with his sweetheart, Joan, in Scotland on the prospects of coming to this coast with a party of miners. Joan was a little diffident but Robert promised that if she came he would build for her a castle.

Joan and Robert were married and left Scotland on Dec. 10, 1850 aboard the sailing ship Pekin for the six-month voyage around Cape Horn to Victoria.

When nearing Victoria the Pekin put into the Columbia River and ran aground, whereupon Mrs. Dunsmuir was delivered of her first-born child, James, on July 8, 1851.

Found Fortune

Robert and his wife and baby went to Fort Rupert on northern Vancouver Island, where the first deposit of coal had been discovered. After working there for some time and enduring the hostile natives, they moved to Nanaimo, where more coal had been uncovered. Robert did some prospecting on his own and in 1869 discovered a fabulous seam of coal at Wellington, which was to be the foundation of his immense fortune.

Robert opened up mines in Nanaimo and Comox and set up a large selling agency. His second son, Alexander, a super-salesman, was installed in the company's branch office in San Francisco. A tremendous trade in coal developed with the Golden Gate and a fleet of colliers was engaged in hauling the fuel south.

Robert then was selected to build the Esquimalt and Nanaimo Railway, which was to be the Dominion government's sop to Vancouver Island for failure to establish the terminus of the Canadian Pacific Railway on this Island.

When Robert completed the E & N he was the toast of the Island. However, he was not always popular and ran afoul of public opinion in his labor relations at the mines, when strikes were called. His life was threatened at times.

Sat in Legislature

In 1882 he was in good standing and Nanaimo elected him to the B.C. Legislature. It took two days to make the trip from Nanaimo by boat so he decided to move his family to Victoria. He erected a large home at the corner of Quebec and Menzies streets, opposit. the "Birdcages," where he served as a member of the legislature.

By this time Joan had presented Robert with no less than two sons and 10 daughters and she often questioned him about the castle he had promised to build for her.

In the late '80s he bought 20 acres of land on Fort Street running back to Rockland Avenue. He engaged an eminent architect in San Francisco to draw plans for the castle. Money was no object, Robert had many millions of dollars by this time.

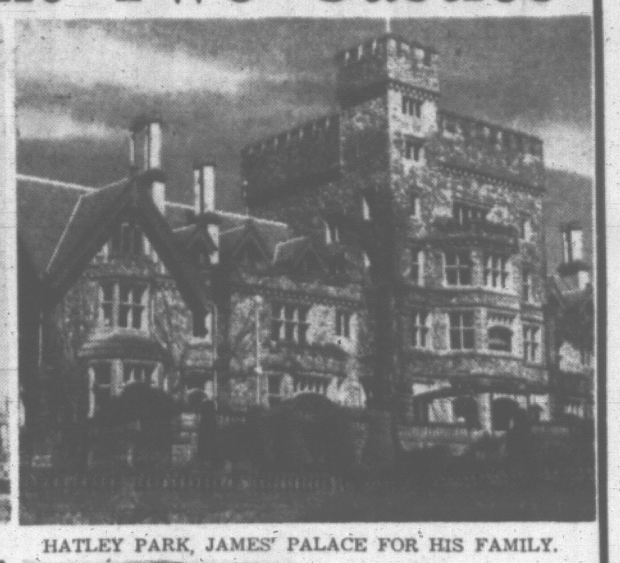
Workmen completed a stone wall around the entire 20 acres and heavy iron gates were installed at the entrance. On Hallowe'en these gates, although extremely heavy, were often found high up on the huge telephone and light poles they had in those days. Men from the Royal Navy were blamed for the prank.

Stone was brought from Scotland for the castle, plumbing fixtures from Great Britain, delicate leaded glass from Italy and the world was combed for the best of hardwoods.

By 1889 the tile roof was on and the stately oak staircase, which had been built in Chicago, was in place. The numerous chimneys which served the 35 fireplaces were braced against the roof. On the fourth floor was the huge ballroom. The billiard room was on the third. The living room, 63 feet long, looked out over a large verandah, the roof of which was supported by marble columns. The dining room was 21 by 33 feet.

The beautiful library carried the following from Bacon's Essays, "Reading maketh a full man," over the beautiful fireplace.

CRAIGDARROCH, ROBERT'S PROMISE TO HIS BRIDE.



HATLEY PARK, JAMES' PALACE FOR HIS FAMILY.

No one knows how much money Robert poured into his castle for Joan, but it is reported to have been $500,000, which was a good fortune in that day.

Then death struck. On April 13, 1889, Robert died from pneumonia.

One year later, Joan, with her daughters, took up residence in the castle. It was to be the scene of much entertainment and the marriages of the Dunsmuir girls were highlights.

Joan, however, was to suffer much sadness. She became at outs with her son, James, suspecting him of unfair dealings when the other son, Alex, died in San Francisco, in 1900.

Joan joined forces with other parties and for five years the legal battle waged in courts in both Canada and the United States. The case was finally dismissed.

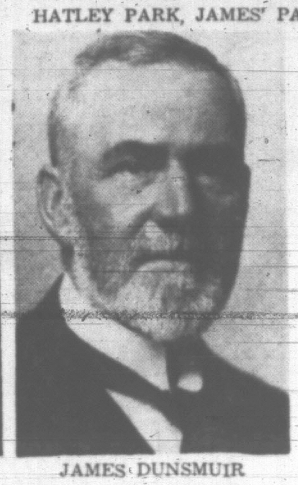
In 1906, James and his mother were still at odds with each other. James, after having served as premier of B.C. was appointed that year as lieutenant-governor of B.C. He moved into Government House, which was across Rockland Avenue from his mother's home.

Won In a Raffle

Joan died at the age of 80 and the castle remained empty until the land boom in 1910 when the acreage was subdivided and each purchaser of a lot got a ticket on a raffle for the castle. It was won by Solomon Cameron, a contractor. In 1921 he settled with the Bank of Montreal for an account of $90,000 with the castle as payment. It later passed into the hands of the city.

The other castle, Hatley Park, was built by James

ROBERT DUNSMUIR



JAMES DUNSMUIR

Dunsmuir after he left Government House. He had previously had a large home in Victoria West, known as "Burleith."

On the death of his brother, James became the greatest individual land owner in Canada and one of her richest men. He devoted himself to the development of the collieries—the presidency of the E and N Railway was an inherited obligation and one for which he had no taste. He developed the Comox mines, laid out the townsite of Ladysmith, and initiated the Ladysmith - Vancouver ferry service.

He sold the E and N Railway to the CPR, retaining the coal rights.

It was during these early years of this century that he had purchased from Roland Stuart the Hatley Park estate. The original Hatley Park mansion had stood on the site that is now the parade ground. This house had burned to the ground while its owner was in England. James now turned his attention to the building and planning of the new estate to which he intended to retire.

To achieve this end, he commissioned Samuel McClure, a Victoria architect, to design the "Castle," and Messrs. Bett and Hall, landscape artists of Boston, Massachusetts, to plan the gardens and surroundings.

'Build What I Want'

Its impressive exterior was matched only by the lavishness of its interior appointments—its oak and rosewood panelled rooms, baronial fireplaces, teak floors and specially made lighting fixtures.

James is quoted as saying: "Money doesn't matter—just build what I want."

The building is 200 feet long and 86 feet wide, the turret is 82 feet high. The wall surrounding the estate, built of local stone, cost over $75,000. The conservatory, costing a like figure, was at one time filled with white orchids imported from India. A large banana tree grew in the centre under the dome.

The rooms of the house were filled with flowers from the conservatory throughout the year.

Six miles of road interlaced the estate. One hundred men were employed in the gardens. There were a number of other buildings on the estate to provide for the needs of the large household, including the vast refrigeration plant, the cow stables, the slaughter house and smoke house, the three silos each of 100-ton capacity—the reserve water tank, the stable, near the bridge to the east of the present playing fields, to say nothing of the Chinatown to accommodate 80-120 working men. The model dairy and the stables were of solid brick and concrete construction.

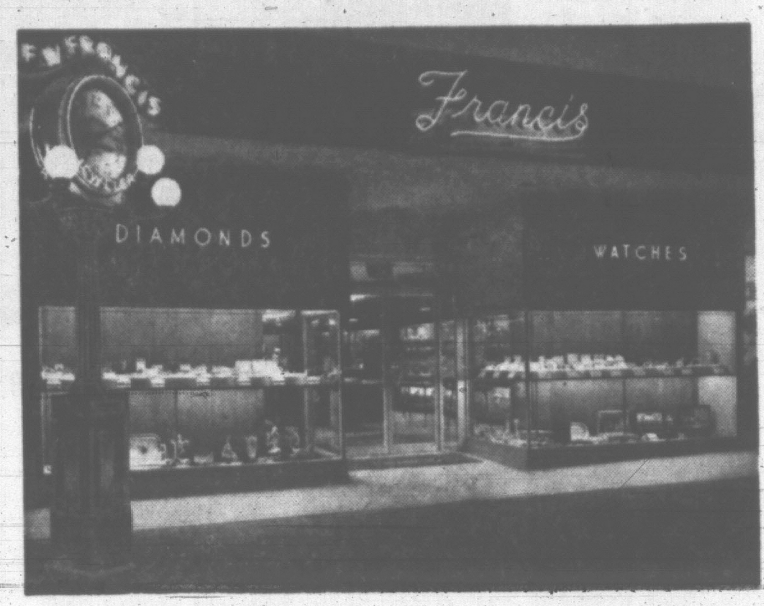
The "Castle" was complete in 1908 and the Dunsmuir family took up residence in that year.

Early in 1910 James sold his collieries, his coal rights in the E and N belt and all his business connections therewith to MacKenzie and Mann, railway promoters, for $11,000,000. He thus separated himself, practically, from all former business with which the name of Dunsmuir had been associated. He then retired to enjoy his beautiful home, his yacht Dolaura, his shooting, fishing, and golf. He died in May, 1930, at the age of 69. His wife, formerly Laura Surles of Georgia, lived on in Hatley with her daughter Eleanor until she died in August, 1937. Her daughter died six months later.

For the next three years the estate was left in the hands of a caretaker, and in November, 1940, was purchased by the Dominion government for $75,000 to begin its career as a naval training establishment.

Diamond Merchants and Jewellers

SINCE 1921



For several decades, Francis Jewellers have been serving Victorians on every important occasion

Countless happy occasions—wedding anniversaries, birthdays, special holidays, retirement from service, expressions of devotion have been marked by a gift from Francis Jewellers. Here are found gift and jewellery items to please everyone . . . distinctive watches by world-famous makers, exquisite diamond engagement rings and wedding rings, silver plated ware, crystal, cut glass, dresserware, men's jewellery and host and hostess accessories. It is our hope we will continue to serve you on every momentous occasion in the future.

- DIAMONDS
- WATCHES
- JEWELLERY
- STERLING AND SILVER-PLATED FLATWARE
- FINE JEWELLERY AND WATCH REPAIRS

Francis JEWELLERS

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At the Sign of the Big Clock

F. W. FRANCIS LTD. PHONE 4-7611

first IN QUALITY IN SERVICE — Stewart and Hudson LTD.

...quality LUMBER AND BUILDING MATERIALS for Week-End Carpenters

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Our 20th Year Supplying

QUALITY LUMBER and BUILDING MATERIALS

A COMPLETE SERVICE FOR NEW HOME BUILDERS AND DO-IT-YOURSELF HOME MODERNIZATION

See for Yourself

Plywood — Easy to work. A multitude of uses. Interior and exterior types. All standard thicknesses. As little as 10¢ SQ. FT.

Dimension Lumber — Everything in first grade lumber, cut to size if desired. Partition lumber as little as 5¢ LINEAL FT.

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- BUDGET PLANS
- FINANCE PLANS

SEE US FIRST for: Paneling - Flooring, Peg Board, Cabinet and Builders Hardware, Tools

Fast Confidential Credit on Most Building Jobs

405 Gorge Road — Phone 2-2171

STEWART and HUDSON LTD. — Retail Lumber... Builders' Supplies

Luckiest chap in B.C.!

This young fellow is wealthier than the richest goldminer who ever panned the Fraser—because he's got a whole glorious lifetime to live in the *second* great century of B.C.'s progress. And for him there's excitement and adventure in store that puts a mere gold rush in the shade. The Bank of Nova Scotia salutes British Columbia on the completion of a hundred years of achievement, and looks forward to playing an important part in even greater things to come for Canada's most beautiful province.

One way in which the BNS joins in the spirit of this Centennial year is the enlarging and modernizing of its Main Office in Vancouver. Come in and visit these attractive premises. A warm welcome awaits you.

The BANK of NOVA SCOTIA

over 50 branches in B.C.

More than 500 branches across Canada and in London—New York—Jamaica—Cuba—Puerto Rico—Barbados—Bahamas Dominican Republic—Trinidad. Correspondents the world over.

100 YEARS OF PROGRESS

1858 1958

IN THE PAST SIX YEARS BRITISH COLUMBIA HAS EXPERIENCED

38.7% increase in retail trade • 23.4% increase in population

40.5% increase in imports • 28.9% increase in exports

98.1% increase in electric power generated

47.8% increase in manufacturing (values)

and personal income has risen

by 49.1%.

BRITISH COLUMBIA

The financial policies of the Provincial Government have been designed to keep pace with the economic and industrial growth of the Province. In the past six years this growth has been spectacular; provincial expenditures and accompanying services have experienced remarkable advances to meet the growing needs of an increasing population and an expanding economy.

One of the most significant aspects of financial policy has been the progressive reduction of the direct or "dead-weight" provincial debt. In 1952 the net debt was $190,000,000.00; this has been reduced to $55,000,000.00 in the past six years, which is the lowest it has reached since 1921. Further, it is planned that the entire provincial direct debt will be retired by 1960.

A "pay-as-you-go" policy has been synchronized with that of debt reduction to make possible the provision of current capital requirements from current revenues.

The result of these policies has been threefold:—

1. There has been a noteworthy reduction in direct debt charges.
2. The current financial picture is a healthy one.
3. Enhanced credit rating has been gained for British Columbia securities in the money markets.

In turn, this has enabled the Province to extend its guarantee to capital requirements with respect to hydro electric development, road and rail transportation facilities, to chool construction, to sewerage and waterworks projects, and other essential services at the local or community level.

In the forefront of provincial activities over the past six years have been those of the three provincial Crown corporations, the British Columbia Power Commission, Pacific Great Eastern Railway Company and the British Columbia Toll Highways and Bridges Authority. The impetus provided to industrial growth by the production and generation of adequate power at reasonable cost, coupled with the provision of transportation facilities, both road and rail, has played a vital role in this industrial development of ours. The Government has encouraged and fostered the growth of these corporations by enabling them to obtain their capital requirements at most favourable rates, through extending the guarantee of the Province to the principal and interest on their borrowings. Such borrowings are self-liquidating in nature and are for projects which have a generative effect on our industrial growth.

The provision of capital at reasonable cost has enabled the British Columbia Power Commission to undertake in the past several years a great expansion program amounting to some $154,000,000.00.

Similarly, the operations of the Pacific Great Eastern Railway have been extended and activities intensified in recent years with the rapid growth and development in the interior and northern part of the Province. The railway continuously has maintained an operating surplus since 1954. The extension of the line northward from Prince George is approaching completion, and the line of steel to Fort St. John and Dawson Creek is proceeding rapidly. At present, the four hundred and sixty-six miles of line is being operated to Prince George, and upon completion of the extension to Fort St. John and Dawson Creek, seven hundred and ninety miles will be in operation. Passengers transported and freight cars loaded have substantially increased since 1952, and it is anticipated further increases will be recorded in 1958. In preparation for the completion of the northern extension to the Peace River this year, the company has modernized its rolling stock and other equipment. Its microwave communication net work is the most up to date on the continent.

The provincial guarantee has also been extended to the financial needs of the British Columbia Toll Highways and Bridges Authority, which was established in 1953, and has steadily increased its activities in keeping with the development in provincial road traffic. This Authority is presently operating the First Narrows Bridge, Oak Street and Middle Arm Bridges, the Agassiz-Rosedale Bridge and the Nelson Toll Bridge. Other major facilities are under construction; such as, the Okanagan Lake Bridge at Kelowna, to be officially opened July 19, 1958, the Deas Island Tunnel and the Second Narrows Bridge. Increased revenue from evergrowing traffic, together with debt liquidating subsidies from the Province, will ensure that each project will not only be self-liquidating, but quite likely be free from toll charges at an earlier date.

During the past five years the various school districts of the Province have spent for capital purposes more than $65,000,000.00, which sum is guaranteed as to principal and interest by the Province. In addition, the provincial grant towards capital expenditures for school purposes is now on a graduated scale and can rise as high as 90% of actual costs. School operating costs have risen from $49,500,000.00 in 1952 (or by 80%) to $88,000,000.00 in 1958. At the same time the share of school costs borne by the Provincial Government rose from $14,200,000.00 to some $44,000,000.00 (over 200%).

The Government has also extended its guarantee to the capital requirements of local authorities for certain essential services such as the provision of waterworks and sewerage systems.

In the field of Provincial-Municipal fiscal relations, direct and indirect grants in the year 1951/52 to municipalities were estimated to be in excess of $29,500,000.00 and these amounts have risen to more than $64,000,000.00 in 1958/59. Of this latter total, almost $5,500,000.00 was paid to municipalities under the terms of the home-owner subsidy, which grants to resident home-owners, an amount not exceeding $28.00 in reduction of their taxes.

It is interesting to note from accounts kept one hundred years ago that Provincial Government revenues were $432,000.00 and expenditures $433,000.00 at that time. Today our expenditures are $284,000,000.00.

THE GOVERNMENT OF THE PROVINCE OF BRITISH COLUMBIA

City Grew Like Magic After Fire

By GUS SIVERTZ

In the brief space of two years beyond the allotted life span of three score years and ten a great city has attained metropolitan status on the shores of Burrard Inlet.

In point of population Vancouver today ranks as Canada's third city, exceeded only by Toronto and Montreal; in point of vigor and progressiveness of spirit it is exceeded by none.

The story of this achievement is, of course, the story of men and women; of honest men and of rogues, of men of probity and vision, of men concerned only to line their pockets by the quickest means available.

Legend has placed much emphasis on the advent of "Gassy" Jack Deighton in the infant settlement of Granville on the humid and forbidding shore of Burrard Inlet, near where Columbia and Carrall streets reach the foreshore.

But of far greater importance to the beginnings of Vancouver was impact of such men as "The Three Greenhorns" — John Morton, William Hailstone and Samuel Brighouse—a trio of pioneers who came to the Pacific coast in 1862 and, were the first men to take up land in what is now Vancouver. Stirred by the enthusiasm of Mr. Morton the three "greenhorns" took up Lot 184, comprising most of what is now Vancouver's West End.

Contrary to their own hopes the trio did not amass great fortunes from their prescience in becoming the first men to take up land which today is of fabulous value.

Indeed few of the pioneers in Gastown and what later was Granville and subsequently Vancouver, realized wealth from their early endeavors. One of this group was Capt. Edward Stamp.

VANCOUVER'S FIRST CITY COUNCIL AFTER FIRE OF 1886 IN ITS CITY HALL.

Fortune in Grants

He was a determined man and on November, 1865, persuaded Land Commissioner Joseph W. Trutch to sign a document which gave Stamp's B.C. & Vancouver Island Spar, Lumber and Logging Co., a grant of 243 acres on Burrard Inlet, 37 other "parcels of land" and timber rights to 1,200 additional acres.

In less than two years Stamp was in financial trouble and his mill, timber rights and incredibly valuable land was auctioned for $20,000 to a San Francisco man. In 1929 the federal Harbors Board bought a small portion of Stamp's 243 acres for $2,400,000

The tiny settlement in 1867 which hugged the outskirts of the Hastings sawmill area was a dismal, uninspiring clearing in a vast forest of firs and cedars and, save at Moodyville which was blue ribbon temperance, it attracted roustabouts of a pretty low order.

That was when Capt. James A. Raymur, a former Bluenose shipmaster, took over management of the refinanced Hastings Mill and "bridled and bitted" Gastown.

Lost on Pacific

Ten years after starting the townsite of Moodyville and extending his operations across the inlet, Sewell Moody lost his life in the tragic sinking of SS Pacific, in 1875, outbound from Victoria to San Francisco.

This period and the tribulations of Capt. Stamp brought into light two young men who were to play a continuing part in the industrial development of Vancouver. They were Richard H. Alexander and John Hendry. Mr. Alexander came to the settlement in 1870 and became a clerk in the Hastings Mills, succeeding to its management in 1882. He contested the first mayoralty election in 1885 and was an influence in the industrial life of his adopted city.

John Hendry, a native of New Brunswick, came to New Westminster in 1872 as a young millwright. After several years during which he worked at Moodyville and in the lumber industry in the Royal City and on Burrard Inlet, he became a leader in the timber industry and merged the Burrard Inlet operations in one large enterprise which was to become for years the largest logging and sawmilling operation in this area.

Events of vast national importance were now impinging on the sprawling little settlement of Granville and the Canadian Pacific Railway was crawling slowly across the continent to link the confederated provinces by ribbons of steel. A polyglot population of almost 2,000 souls clustered around the great Hastings Mills at whose wharf could often be seen four or five tall sailing ships loading lumber for world ports.

The more solid citizens decided that it was time that proper civic government took over direction of the mushrooming growth of the waterfront settlement. They succeeded in having the City of Vancouver incorporated on April 6, 1886.

The Great Disaster

Lucky it was for Vancouver that in its first mayor it had a man possessed of great organizing ability and a genius for administration for these qualities were soon to be brought into play and tested to their utmost degree. Six weeks after Mayor MacLean assumed office — on June 13 — a roaring fire, wind-whipped from the tinder dry slashings that surrounded the settlement, destroyed almost the whole conglomeration of wooden buildings comprising Vancouver City. Hastings Mills survived.

Under direction of Mayor MacLean, Grand City council met in a tent under a huge maple tree, the new city rose from the still warm ashes of the old.

In three months a daily newspaper The News and two weeklies were being published. Stores, churches, schools, homes grew as fast as carpenters and masons could erect them. The first Vancouver Hotel, a brick structure of four stories, was started in the fall of that year.

Prophecy Fulfilled

An Australian writer, Douglas Sladen, penned an eulogy that was to become prophetic on the conservative side.

Writing in 1889 he said:

"I fancy I can see Vancouver when her hour has come. Great docks lined with ocean liners fill the mouth of False Creek and the future terminus of the Canadian Pacific Railway . . ."

He envisioned machinery, furniture, cottons, refined sugar, hardware factories and fruit canneries for the produce of the Fraser Valley.

He predicted that Vancouver would be the focal point of steamship services from Seattle, Tacoma, Portland, Victoria, Nanaimo and Alaska.

". . . and there goes up to heaven the mingled echo of three hundred thousand voices to show where the most untiring of commercial nations has at last found the Lion's Gate to the Western Pacific."

Seldom has a writer's prophecy so fully been fulfilled as has that of Mr. Sladen and it would amaze him still more if he could see on the delta lands of Sea Island the restless air traffic that has made Vancouver first among Canadian airports.

In cold hard fact the fabulous little city that rose from the ashes of a shacktown, had attained a population of more than 8,000. It boasted 18 miles of graded streets, 24 miles of fine wooden sidewalk, a sewerage system had been established and an excellent waterworks completed, tapping the great resources of the Capilano watershed. Solid brick and stone buildings were springing up in the city centre of Water and Cordova streets, between Abbott and Columbia.

In the relatively short and boisterous history of Vancouver, the city has been directed by many men of distinction and executive ability.

One of these was Louis D. Taylor, American-born newspaper publisher, who became to a great extent the personification of Vancouver. His famous red necktie became known to thousands and his inevitable cigar was as much a symbol of the man as is Sir Winston Churchill's of that great statesman. He was returned to office for 11 years — a record still unbroken.

It was not, however, the city's mayors or aldermen who determined the city's destiny. They could direct it to a certain extent, they could hasten it a little, or hinder it, but the city's citizens provided the indomitable spirit that shaped the path that Vancouver was to follow.

But the city's progress was not without interruption and the first years of the last decade of the century were what were then called "bad times" and would now be a recession." Fortunately the discovery of placer gold in the Klondike created a wild stampede that brought thousands of would-be miners to Vancouver and her waterfront shrieked with the clamor of ships loading for the fabled northland Eldorado.

Saved Bad Times

The impetus of the gold rush helped Vancouver weather the last years of the century but the opening of the 20th Century was not auspicious and only an unprecedented land boom staved off another spell of "bad times."

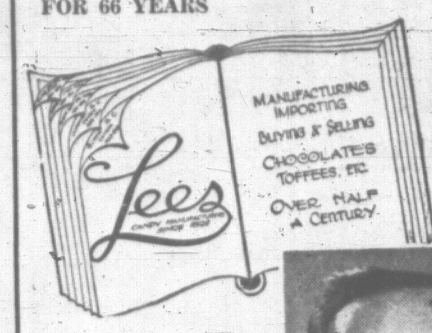
When the First World War ended and thousands of veterans came back to their civilian occupations they came back to a city that had achieved metropolitan status and the "good years" up to the market crash of 1929 saw Vancouver destined for greatness.

An infant University of B.C. was soon to shift to its magnificent site at Point Grey, a massive stone "new" Hotel Vancouver was forming a core of business at Georgia and Burrard, the Vancouver Exhibition had become the Pacific National Exhibition, Theatre Under the Stars was a unique summer attraction at Stanley Park.

In the depth of the depression one of Vancouver's most colorful and controversial mayors, Gerald G. McGeer, built the city's new city hall for a mere $12,000,000 by forcing reluctant businessmen to buy his "baby bonds" . . . all of which were fully retired.

And at that time it was his habit to pay tribute to the people of Vancouver and to urge them to greater civil achievements by, telling them that they were . . . "citizens of no mean city."

FAMILY OWNED AND OPERATED FOR 66 YEARS



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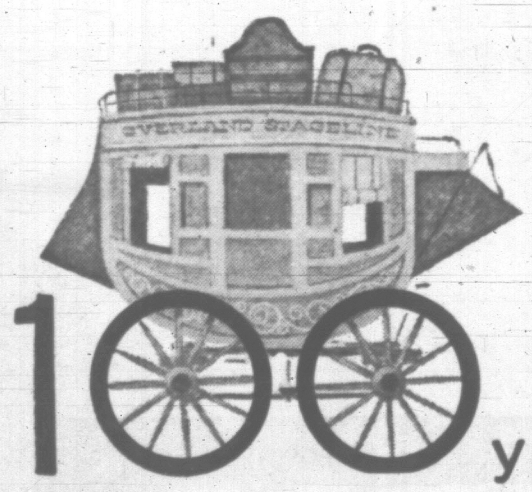
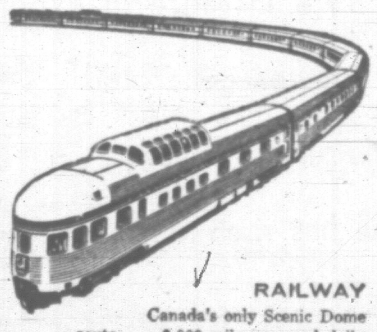


100 years have shortened the miles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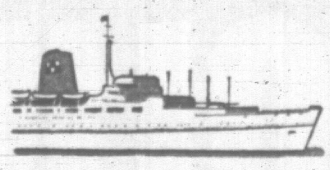
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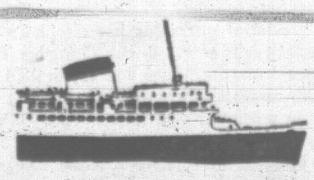
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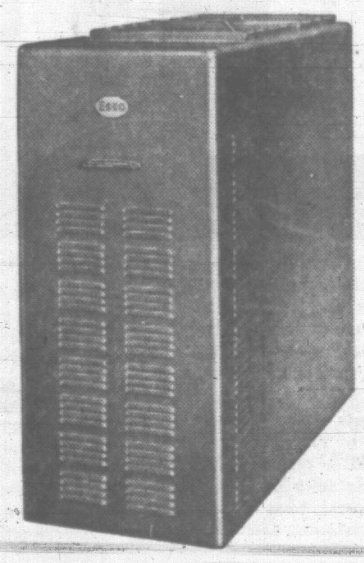

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Lady Douglas sitting on the verandah of her home on Elliott Street surrounded by members of her family.

(Continued from Page 8)

camp. The company had not reckoned on incoming settlement, and, least of all, on gold rushes fed from San Francisco and from every available mining camp in a still "wild" West. At its peak, Victorians had the uneasy experience of being outnumbered by the newcomers by nearly five to one.

In the meantime it had been arranged that a detachment of 400 Royal Engineers would be sent out from Great Britain, and in 1858 the advance guard arrived, under Col. Richard Moody. It was a timely and fitting choice. The engineers were certainly garrison protection for the settlers, both on the mainland and on the Island, and at the same time they were a working party without offence to international feeling in still delicate circumstances.

They were quartered at Langley and made an immense contribution in road building and otherwise, particularly in the budding new colony of British Columbia; which was officially proclaimed on November 19, 1858, with Douglas as its governor.

One can imagine the insistent nature of the pressures on Douglas during these climactic events. Victoria boomed mightily as the outfitting centre of the upstream gold rush, and at one period had 10,000 miners quartered in tents in its environs. They included the boisterous elements which had to be held in check, and here again Douglas' firm action served the young colonies in good stead.

He controlled the stampede to the gold diggings. He imposed and collected a head-tax on each visiting miner heading up the Fraser, which automatically settled the issue of sovereignty, even if the legal basis for the impost was less visible. Douglas was improvising on the spot for regulatory and other devices which simply did not exist, and because he did it firmly his orders prevailed.

In between two waves of the gold rush period, Douglas had a new worry on his hands. The international boundary settlement had fixed the border at the 49th Parallel, divided the Strait of Juan de Fuca—which with Victoria and the southern third of Vancouver Island lies in the 48th—but left some doubt as to the status of San Juan Island.

There was a brief, sharp flare-up over that. San Juan was occupied by opposing garrisons and the issue was for a time in a very anxious state. Happily good sense prevailed, in what was to be the last international incident in this quarter of the globe for a very long time. Douglas had a direct hand in the amicable settlement, adding to his stature.

From December 11, 1858, onward British Columbia's history moved into the realm of daily recorded events. The union of the Crown Colonies of Vancouver Island and British Columbia, with Victoria as capital, followed in 1866. Next year, 1867, witnessed Confederation and creation of the Dominion of Canada, which British Columbia joined as a province in 1871, after acceptance of new terms of union and the disposition of some final doubts.

So developed from "Camosack" the roots which have grown into such a sturdy tree. The central figure at key points and in the decisive moments of B.C.'s history was Governor Sir James Douglas. It is good to recall that here he lived out his sunset years in peace and quietude, a highly respected figure in its capital city.

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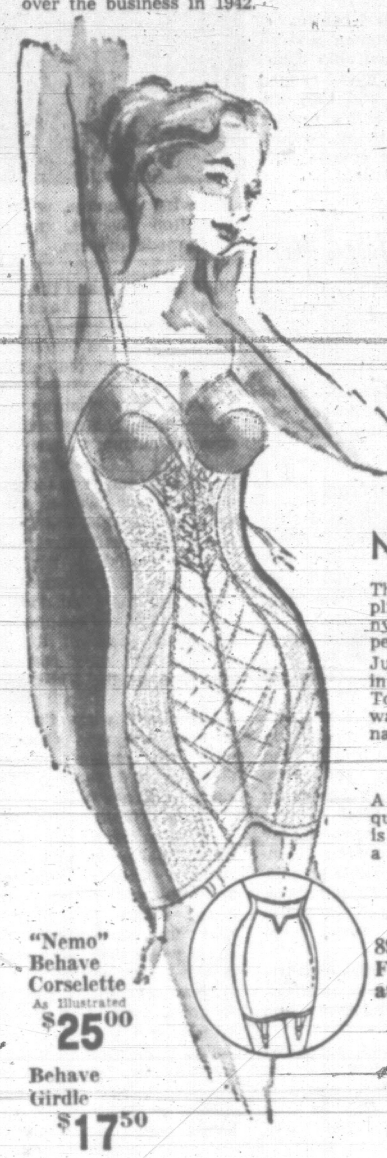
In 1906, as a very young girl, Mae Meighen began to learn the corset business. In those days, foundation garments had all the attributes of steel girders and genteel young women were laced, poured and pressed into ferris waists and heavy corsets.

But fashions changed, and figures, too, and by the time Mae Meighen opened her own corset shop in 1927 she had seen vast changes in milady's silhouette. Her new shop was highly successful and in 1940 she moved to the present location, 890 Fort Street, at Quadra.

Judy Barclay worked with her mother from her high school days, acquiring the knowledge which prepared her to take over the business in 1942.



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Judy Barclay is widely known as a skilled corsetiere and is busily engaged in the shaping of the silhouettes of glamorous Victoria women.

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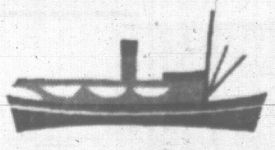

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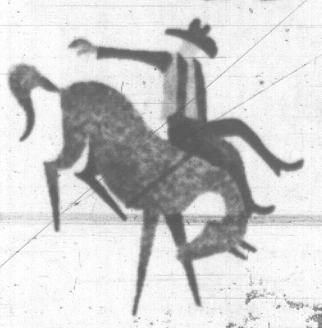
Thrill to scenic splendors from roaring river canyons to blossom-carpeted valleys. Fish lovely lakes – relax on white-sand beaches. And have the time of your life at special Centennial parties in every city, town and village you visit!



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In this last frontier of mighty mountains, forests, plains and waterways, see the names in the news – Dawson Creek, Fort St. John, Burns Lake, Prince Rupert. And enjoy Canada's finest hunting and fishing, as well as salmon barbecues, canoe races, Indian ceremonies!

Wherever you go on your British Columbia Centennial Year vacation, special ceremonies and celebrations have been planned for your added pleasure! Check with this newspaper for the newest programme of events in every part of the Province! B.C. CENTENNIAL COMMITTEE

Victoria Daily Times, Victoria, B.C., July, 1958 Centennial Edition, Section 1—Page 22

Brides for Settlers

BEST-DRESSED WOMAN OF 1858.

By ELIZABETH FORBES

What is man without a woman? What is man without a mate?

The whispered questions floated in the air around Fort Victoria, 100 years ago.

Those were the days when men came to this new land but not many women. Some venturesome souls did accompany their husbands, but in most cases the men were here alone.

There were Indian women, of course. And some men did marry the dark-skinned girls.

But a great many remained lonely bachelors.

It might have been different if the first white woman to set eyes on Vancouver's Island had liked the wild land. She would then have gone back to Europe and spread the word that here was a brave new country waiting for the touch of female hands.

But, Frances Hornby Barkley did not like the wilderness and she was glad to see the last of the rolling Pacific breakers.

She came with her husband, Capt. Charles William Barkley in the Imperial Eagle from Ostend in Holland, to trade with the Indians of Nootka Sound.

It was June, 1787. She was very young, just past her 17th year. This long journey by sail was her wedding trip for she and the dashing captain were married just before the ship left Holland.

She sailed away from Nootka with no thought in her mind that men and women might live and love and build homes on these verdant shores.

After her visit it was well over 75 years before any other white woman came to Vancouver's Island.

The story that there was practically no home life in the colony of British Columbia reached back to the British Isles and immediately people in London began to whisper and fume about the predicament.

The British Columbia Emigration Society was formed with the avowed purpose of sending out groups of young women — presumably to take positions as domestics or governesses — but with the longer view of providing wives for the settlers.

The thing had been done before, the originators of the plan pointed out. France had sent contingents of young women to become brides of lonely colonists along the St. Lawrence, 200 years before. A shipload of English brides had also been sent to Virginia in 1711.

Baroness Burdett-Coutts, a wealthy and philanthropic Englishwoman, became interested in the movement and gave a tidy sum to help get the idea started. Other interested English men and women donated sums of money.

Letters were written and sent by the next ship sailing to Victoria to Bishop Edward Cridge, then of Christ Church, explaining the idea and asking him to form a committee to welcome the girls and to provide temporary food and shelter.

On a sunny day in September, 1862, the first contingent of 60 young women arrived on the full-rigged ship Tynemouth. Their ages ranged from 12 to 18 and they appeared on the ship's invoice as "noticeable living freight, destined for the colonial and matrimonial market."

Fifty of the girls had obtained free passage from the emigration society. The remainder had availed themselves of privileges of the society but had paid their own way.

Rev. Cridge and a committee from his church had cleaned and prepared a vacant marine barracks building near the "Birdcages" as temporary housing for the young women.

Quickly Married

Everyone was pleased with the girls. They were clean, well-built, pretty looking and young, it was chronicled. A few were young widows. Most appeared "well raised."

More than half of them were married within weeks.

Before the next contingent of girls came to Victoria in the ship Robert E. Lowe, the following January, nearly every one of the first lot had found husbands and were settled in pioneer homes in this new land.

Those homes were a far cry from the modern "mansions" of today. There was no central heating, no plumbing, no running water. In many instances bake ovens were out of doors.

Yet, women managed to create in the homes an atmosphere of refinement and ease.

Social life was narrowed into a small circle that included the church, where a woman might sing in the choir or play the hand-pumped organ, and the "best" parlor, where families gathered with friends (grown-ups and children together) to sing around the old-fashioned piano.

Billowing crinoline, with leg-o'-mutton sleeves, featured early model dresses.

There were "visiting days" and "calling hours" when it was the custom to arrive formally at a friend's home, stay long enough to exchange a few words over a cup of tea and a cookie and then to leave, after carefully placing "calling cards" in the silver tray that always stood on a table near the front door.

This custom continued into the early years of the 20th century and only ceased at the time of the First World War.

Crinolines were the style note of the day. Crinolines with any number of stiff, starched and flounced petticoats underneath.

These crinolines (hoops as they were commonly called) were pliable enough to be swished through doorways and up and down narrow boxed stairs, but they did take up considerable floor space when they were spread to the fullest extent.

Materials used for this feminine fashion included "yards and yards" of silks, satins, or brocades and in the summertime, dimities, muslins or poplins.

Stylings favored the fitted bodice and tiny waist that necessitated tightly laced stays.

With the crinolines women wore tiny beflowered bonnets which later gave way to large brimmed hats with flat crowns and loose hanging ribbon streamers or huge ostrich feathers.

Tippets and muffs were among smart accessories. Young maidens often used muffs to conceal flirtatious eyes and crimson blushes.

In their homes married women and spinsters wore little caps of snowy lace caught with small bunches of flowers.

Shoes were heelless, rather like the ballet shoes of today.

Delicate white skin and pink cheeks were a must as far as the maidens of the day were concerned and mothers spent hours admonishing their marriageable daughters to shield themselves from the sun with large brimmed bonnets, long gloves and parasols.

By 1871, women were stirring in the silken webs of their household cocoons.

There was a fascinating world beyond their doorsteps and they began to take an active interest in it.

Feminine Victoria began to whip through the daily chores to give extra time for titivating and for the donning of party frocks of an evening. They danced throughout the night and then drove home at dawn for a few hours sleep before the affairs of the home had to be coped with once again.

Show Their Ankles

Soon they were taking an interest in sports, too. They golfed in clothes little different from those they wore at any time—hats, veils, long sleeves, bustles and even gloves.

They played croquet in these dignified outfits and they skated in long skirts and tight bodices.

When tennis became popular skirts were raised a fraction of an inch and suddenly women had ankles. Cycling brought further changes, most daring being the "bloomer" outfit.

In the gay 90s advertisements showed standard women's sportswear as shirt blouses, hats, gloves, long skirts and corsets.

A far cry from the casual shorts and T-shirts of today.

Evening gowns were shown with long trains and frilled, lace trimmed and edged, hand-embroidered white petticoats, tubbed and starched to pristine whiteness.

Leg-o-mutton sleeves were a new style note. Also the bustle—the crinoline was suddenly forgotten.

Feathers and flowers decorated the cartwheel hats.

At the turn of the century, the "hour-glass" silhouette made its appearance — wasp waist, slim lines at the hips, fairly narrow to the knees and then, a froth and flare at the ankles with a slight train.

The bustle was suddenly out. Skirts turned to taffeta linings that rustled in a subtle and seductive way.

"Waterfalls" took the place of bustles on the elegant evening gowns worn for formal affairs. Trains were longer. They swept the floor or were held up with a loop of ribbon over milady's wrist, for dancing.

Starched petticoats still were in fashion. Corsets—or "stays" — were as heavily boned as ever.

The word "bosom" came into the picture and to create an opulent look young ladies often resorted to tucking their father's or their older brother's silk handkerchiefs into the tops of their corsets.

By 1909 another silhouette appeared on the horizon—the Edwardian Look. Full bosomed, wasp-waisted, the style gave the wearer a sweeping look of height.

Immense hair-do's called pompadours and large, ripple

Continued on Page 23

White handkerchief relieved severity of black dresses and hair-do's in 1858.

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CENTENNIAL YEAR

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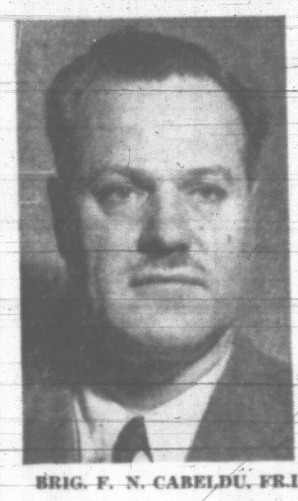

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BRITISH COLUMBIA PAGEANT

One of the largest unbroken murals in Canada is located in the Granville and Pender Sts. Branch of The Toronto-Dominion Bank in Vancouver. Extending sixty-four feet along the west wall of the office, it constitutes a comprehensive visual picture of British Columbia history.

The principal group of figures on the left consists of Juan de Fuca, Lorenzo Ferrer de Maldono, Spanish Admiral Bartholomew de Fonte and one of the Nootka Indian Chiefs, Maquinna. On the right are James Cook and Captain George Vancouver, standing next to the famous Dog Salmon and Haida pole.

The second section of the mural depicts Sir Alexander MacKenzie and Simon Fraser. The right end of the mural is dedicated to the present time, with the principal figures denoting The Arts, Education, National Defence and Labour. Symbols of the sea and of West-Coast Indian crafts frame the mural at either end.

The Toronto-Dominion Bank extends an invitation to all visitors to view this impressive representation of British Columbia history.

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THE BANK THAT LOOKS AHEAD

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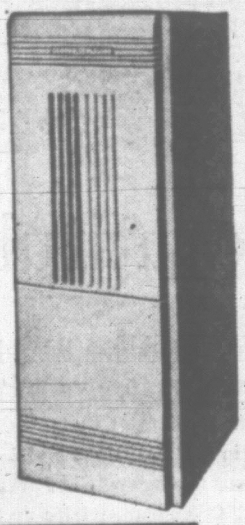

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SHOWROOMS 554 JOHNSON ST.

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. . . Era of Charm, Grace and Large Homes . . . Continued from Page 22

brimmed hats added to the effect.

This was the era of charm and grace, the era of manners, the era of 'the correct thing to do, my dear." Servants were easy to get, wages were cheap and so it was possible to entertain lavishly.

It was the era, too, of large homes with sweeping staircases glittering chandeliers and high-ceilinged drawing-rooms.

Fashions changed when the First World War ended. Skirts were shorter and unhobbled. It was no longer shocking to know that women had legs.

Bobbed Hair

With the new freedom, a fashion, started in the army, became more and more popular. Bobbed hair and the shingle—daring in the beginning—soon were taken for granted.

War's end brought the advent of the flapper—in age from 18 to 80. She wore a short-skirted version of today's "sack" with cloche hat, Eton bob, spit curls and long cigaret-holder. She dipped and she-whirled through the gay 20s and into the depression days of the 30s.

The Second World War saw thousands of women in uniform both in the services and in civilian life. They took their places with their menfolk in every type of war work, even in heavy idnustry.

Acute manpower shortages in those years encouraged the hiring of women for many jobs previously held exclusively by men.

By the end of the Second World War it was firmly established that women could make a valuable contribution as workers.

In the past 20 years increasing complexity of production processes and the resulting dilution of skills has meant the replacement of craftsmen by operatives, many of whom are women. The growth of record-keeping and a myriad of office jobs opened up a major field of employment for women.

In addition, the shortening of working hours and the prevalence of the five-day week have permitted many women, particularly those who are married, to take jobs that they otherwise would have found impossible to accept.

Finally the development of mechanical aids such as washing machines, vacuums, cleaners, electric stoves and other household appliances, and the evolution of prepared and frozen and pre-cooked foods have helped to reduce housework for many women and freed them for employment outside the home.

Participation in the employment field has sharpened feminine interest in questions that effect their work and in social reforms to help both women and children.

Many joined service clubs; others entered the municipal and civic fields and have taken their places on school boards, aldermanic boards and municipal councils.

Fashions in the past 20 years have kept pace with the changing times. Smartly tailored suits and dresses, sweaters and skirts have come into the style picture for casual and business wear. The froth and the frills are still to be found but only for late-day parties and dances. Hair styles have run the gamut of boy-cuts, page boys, long wavy locks, the chignon and now once again, a return to the short, almost shingle cut, of the 20s.

Silhouette Change

The modern feminine silhouette is a far cry, in every way, from the picture we have of the pioneer woman of 100 years ago.

An editorial in the year 1887 had this to say: "The true woman who would make the most of her God-given attributes asks not for the ballot, but for love and home, where the carols of babyhood are sung to the sweetest of babies, where home is heaven and where the weary husband may find rest and aching hearts sympathy."

From this quote it is easily seen that in those days man shouldered all the responsibility, whether he wished to or not.

Today, women are his fellow fighters. In all contemporary battles they stand by his side. No longer are they onlookers.

As modern civilization leaps from the industrial to the atomic age, women are taking responsibility for what, of this forward drive, will flow into the personal lives of the human beings it affects.

The lag between the social patterns and the growth of the machine which still besets mankind, need not occur again, because women—including the women of British Columbia—who have trained skills and social consciousness to watch them, are taking leadership in making the good of the human individual the chief concern of modern progress.

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100 YEARS OF PROGRESS

Centennial Congratulations

BRITISH COLUMBIA
1858-1958

British Columbians can look back with pride over an eventful hundred years—and can look forward with confidence to an ever-increasing prosperity. The Province of British Columbia has immense growth potential.

We of Pitfield's also look forward to the future growth of British Columbia. In the past two years Pitfield's have underwritten over $80,000,000 of B.C. securities, relating to forest products, oil and gas exploration, public utilities and secondary industries—a performance which we confidently expect to better in the years to come.

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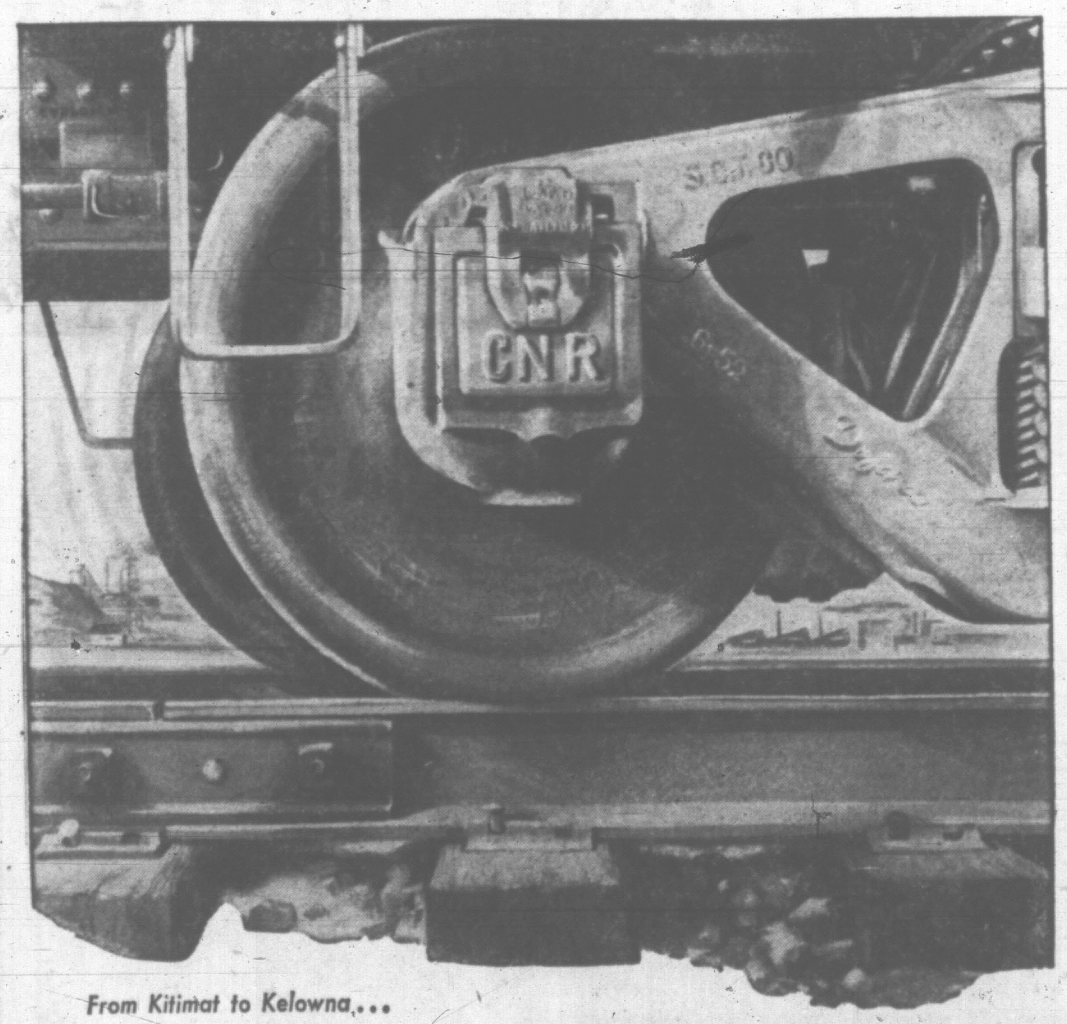
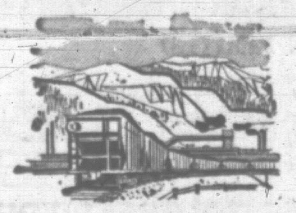


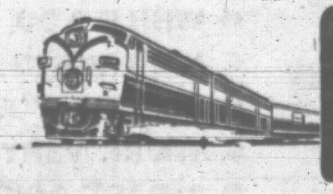
From Kitimat to Kelowna,...

Canadian National wheels roll busily in B.C.



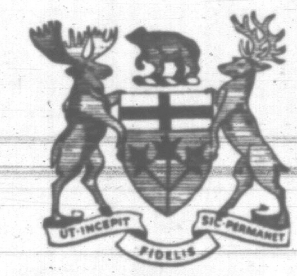
...from aluminum to apples, and all down the transportation alphabet, Canadian National carries the manufactured products and natural resources of British Columbia's booming economy to all of Canada. Canadian National's tracks push forward in the vanguard of the province's progress — as at the vast aluminum industry project at Kitimat. From the Pacific Coast to the Rockies, Canadian National wheels are hard at work across B.C. in this eventful centennial year.

Canadian National — the only railway that serves all 10 provinces of Canada.



CNR

Greetings to British Columbia on its Centenary!



It gives me great pleasure, on behalf of the people of Ontario, to send greetings to the citizens of British Columbia on the occasion of the Centenary of their Province.

The bonds established between the various provinces have grown ever stronger with the years and we in Ontario rejoice with you in British Columbia on the achievements of your first hundred years.

Your growth and development testify to the historic significance of the establishment of New Caledonia as a Crown Colony in 1858. Out of this early community has grown the great Province of British Columbia as we know it today. Richly endowed with great natural resources, unexcelled scenic beauty and a friendly climate, you have made spectacular progress and have contributed much to the expansion of Canada as a whole.

The people of Ontario rejoice in your achievements and in your boundless future. It is a pleasure to be associated with the commemoration of your first Centenary and to wish you success and well being in the rewarding years that surely lie ahead.

Leslie M. Frost

LESLIE M. FROST
Prime Minister of Ontario

THE GOVERNMENT OF THE PROVINCE OF ONTARIO
HON. LESLIE M. FROST, Q.C., LL.D.,
PRIME MINISTER

No Stores When Gold Rush Began

By JAMES K. NESBITT
Chairman, Victoria Section,
British Columbia Historical Association

In mid-summer of 1858 when men were pouring into Victoria from California, bound for the goldfields of the Cariboo, there was not a store in Victoria!

The people who lived here were employees of the Hudson's Bay Company, and their provisions were obtained in Fort Victoria.

But, with thousands of men camping here for a day or two, or perhaps 10 days, living in tents and rude shanties, food was a crying necessity.

Stores were set up in tents along the harbor front; some of the provisions were on sale aboard the ship which brought them here.

J. C. Caiton advertised: "For sale, ex-Matador, from San Francisco—oats, barley and bran, potatoes and onions, also 6,000 fine bricks. Apply on board, or to Caiton, at Mrs. Johnston's, Johnson Street."

Southgate and Mitchell set up a business and advertised: "For sale—Manila and tarred rope; sculls and oars; wrought and cut nails; pitch and rosin; Stockholm tar; oakum; pilot and navy bread; American New Mess beef; preserved beef in tin cans; Chili peaches in cases."

John T. Little had a cluttered store at the corner of Wharf Street and Hart Lane, and advertised: "Soon to arrive—flour, bacon, hams, butter, cheese, lard, potatoes and onions; barley, china sugar, crush sugar, syrup."

Another advertisement read: "Invoices of hardware—stoves, fancy goods, furniture; groceries, etc., by B. Lawrence, commission merchant, Yates Street."

OLD-TIME GENERAL STORE IN VICTORIA. IT HAD EVERYTHING YOU NEEDED, THEN.

Wharves Piled With Merchandise

Victoria harbor was a scene of activity, as noted on Aug. 7, 1858, in The Victoria Gazette: "Our harbor presents quite a lively and business-like appearance and the wharves are crowded with vessels discharging cargoes and others waiting for an opportunity to do so. The wharves—most of them unfinished—are piled up with merchandise, while anxious-looking men are running to and for in search of missing articles, and others are busy again in taking off the goods and seeing to their safe landing and delivery. All is bustle and activity."

Late in August there developed a fear importers might find themselves broke: "In four days, 14 vessels have arrived in this port with merchandise and passengers from San Francisco.

"The total number of immigrants is at least 1,000 and the merchandise is said to exceed 2,000 tons.

"Many of our merchants are fearful that our market will soon be flooded with all descriptions of goods and that heavy losses must fall on shippers in most instances unless we have an early influx of consumers."

There was a demand that summer for honey. One story said:

"By the steamer Pacific, Mr. W. H. Hoy of San Jose, Calif., brought a hive of bees to this colony and left them at the residence of Mr. Thain, Pidwell's Building, Yates Street, where they can be seen by such as desire."

By 1865 merchants here commenced to encourage local manufacturing. It is surprising looking back from today, that boots and shoes were being made in Victoria as early as the 1860s and there were breweries here.

Butcher shops were a delight. Everything was fresh except what was in the pickle barrels, front.

Island Leather Good for Boots

"Hitherto, the boot and shoe maker in this city has, for the most part, been supplied by English, French and American importation," says one notice. "Mr. Maurice Carey has, however, now opened an establishment on Yates Street, where he engages to supply gentlemen's, ladies' and children's boots and shoes, manufactured, to a great extent, out of Island leather, equal, if not superior to most of the imported articles."

If any person was desirous of ascertaining what home industry could produce he was invited to call at the corner of Wharf and Fort Streets, and taste the bitter beer last brewed at the Lion Brewery, from Island grown barley and English hops.

Victoria beer was so fine, that there were demands for it from abroad. The steamer Oregon took on one trip to San Francisco, 15 hogsheads, and from Honolulu came large orders.

In March, 1865, a brush factory opened in Victoria. George Doughty, an English brushmaker, commenced the manufacture of brushes at Central Court, Fort Street. He received a quantity of material from London.

Bark from Sooke

We read of the 1881 boom in home manufacturing: "Less than 10 years ago Mr. Heathorn of this city supplied one of the early survey parties with a few cases of strong boots. From his small beginning his flourishing shoe factory has sprung. Year by year has witnessed additions to his plant and year by year his employees have increased until more than 50 workmen are now constantly engaged. The upper flat of Mr. Heathorn's warehouse is a busy hive, packed full of machinery and tables and all the paraphernalia of a modern shoe factory. More than 200 tons of bark are annually used. It costs about $9 a ton and is chiefly procured from Sooke. The output of the tannery last year was valued at nearly $20,000."

Joseph Heywood, to become the father-in-law of Mayor John Grant, was one of the pioneers who started his commercial life in Victoria a century ago in a modest way, stuck by the ship and prospered: "Heywood's pork packing establishment on Yates Street—the automatic sausage knife-grinding machine is a novelty in its way and the only one of the sort in British Columbia. It is a very fine piece of machinery and was imported from Rhode Island. Two extensive smokehouses are attached to Mr. Heywood's premises and contain seven stories each, capable of holding 20,000 pounds of hams or bacon. There, all through the season, a fire of oakward is kept constantly smouldering; the efficiency of which in preserving meat is due to the presence of pyrolignious acid. Slaughtering is done at the head of Yates Street—."

Jacob Sehl was one of our go-ahead merchants of his time, and he did well, became boards, handsome wardrobes, comfortable rocking chairs, cosy lounges and sofas, superb extension dining tables."

In the 1881s Victoria was becoming noted for the elegance of its banquets, and everyone smoked cigars, so: "Every British Columbian wishes our enterprising fellow townsman, John Kurtz, the greatest possible success in his new enterprise of manufacturing cigars. For 20 years the hundreds of thousands annually used in this province were imported from abroad, but now almost every man is loud in his praise of 'Kurtz's Own.' The entire upper flat of the Dominion Building, at Government on the corner of Trounce Road, is occupied in the production of fragrant Havanas."

Yes, Victoria was turning out a lot of merchandise in the 1880s. Here are other notes from the newspapers of the day:

"Some years ago Mr. W. J. Jeffree, the popular clother, and Mr. W. J. Pendray conceived the idea of employing a portion of their capital in some branch of industry then unrepresented in the province. After turning the idea over and over in their minds they became convinced that if the people were ever to become contented, happy and prosperous they must first be made clean—the projectors discovered that a very large sum of money was sent abroad every year to purchase the soap with which the faces, hands and garments of British Columbia's sons and daughters were purified; and so they commenced the manufacture of soap, which is now on sale in all local stores, and even much farther afield."

Still, in the 1880s: "Mr. Swickard, from San Francisco, has begun the manufacture of gloves on Johnson Street, on the second flat of Grimm's Building. He is at present making kid and buckskin gauntlets and walking gloves; let no one turn up his nose at the modest and modern efforts Mr. Swickard is making to establish a new industry in the city."

And then: "A young man named Neil Doherty, who served a six years' apprenticeship at the California Wireworks Company of San Francisco is starting a wireworks shop on Yates Street, near the Oriental Saloon, where a thousand and one decorative articles will be made to order or to suit the market in this particular line. Flower stands, baskets of every description, brackets and designs for floral work, fenders, fireguards and screens . . ."

There was no packaged meat in those days. The butcher shops of Victoria were said to be as fine as any in San Francisco — and that meant very fine, indeed. The butcher shops of Mr. Goodacre and Mr. Van Volkenburg were the gathering places for Victoria's elite.

Christmas was a great season in the butcher stores. The meats were decorated, and crowds of people tramped over the sawdust-topped marble floors to see the displays. Christmas in those days was largely a season of feasting, and church-going. Christmas gift-giving was almost non-existent. The merchants advertised very little for Christmas. Most of the shopping was done in the butcher stores, the grocery stores and the wine and liquor shops.

Mr. Goodacre, one Christmas in the 1880s advertised: "The exhibition of Christmas show meats at the Queen's Market is grand beyond description. From the lavish beauty of the scene at this perle de boucherie, it appears as if some fairy queen has waved her magic wand and by enchantment transformed the scene to a gorgeous palace of elegance and splendor. It is one blaze of dazzling brightness. Its brilliance shines out in all the effulgence of a tropical sun. It is a scene of beauty and of grandeur—a glitteringg gem long to be remembered, and all under the management and supervision of Professor Lawrence Goodacre."

Mr. Van Volkenburg advertised: "We wish to draw special attention to our fine Bunch Grass beef recently driven from the ranges of Lieutenant-Governor Cornwall at Ashcroft; also from A. H. Antoine's range, Thompson River, and from our own ranges on the Thompson and Fraser Rivers. Our mutton is from the well-known ranges of Messrs. Pimsbury Broth-

(Continued on Page 25)

WHEN YOU NEED CONCRETE CALL US

McIntyre & Harding

Serving the needs of Victoria and Vancouver Island for over 20 years.

We proudly honor the province on its 100th Anniversary and join in the Centennial celebrations along with our fellow British Columbians!

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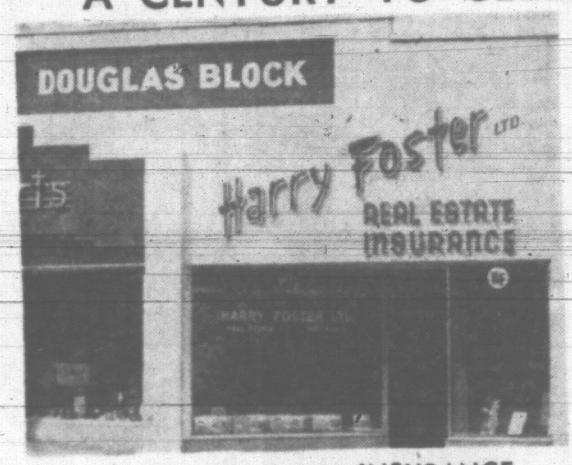
"A CENTURY TO CELEBRATE"

DOUGLAS BLOCK



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Island Engravers Limited

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Stelck's HILLSIDE AT QUADRA

B.C. 1858 1958

CELEBRATE WITH OUR CUSTOMERS BRITISH COLUMBIA'S CENTENNIAL BIRTHDAY

STELCK'S HILLSIDE HARDWARE LIMITED

- OUR WELCOME MAT IS OUT
- THE DOORS ARE OPEN WIDE
- A COURTEOUS STAFF TO GREET YOU
- WHILE YOU SHOP AROUND INSIDE
- WE TAKE THIS OPPORTUNITY
- TO TELL YOU ONE AND ALL
- WE'RE VERY PROUD TO BE
- A PART OF B.C.'s 100th ANNIVERSARY

Shirts, 50c . . . continued from Page 24

ers, Salt Spring Island, hogs from the farm of Dr. W. F. Tolmie at Cloverdale, and some fine hogs from Messrs. Michell and Bryant at S -nich."

Mr. Van Volkenburg, however, disapproved of too much fancy-work at his Christmas displays, and he said in his advertisement: "No flags, flowers, paint, powder or ribbons will be used in decorating our Christmas meats, as we think it does not aid to quality or flavor. It is not our aim or intention to make a clean sweep, consequently no broom will be seen extended from our veranda."

Good naturedly, but still with an eye to publicity, Mr. Goodacre answered Mr. Van Volkenburg: "Our superior knowledge, skillful workmanship and artistic ability enable us to make a clean sweep, hence the broom. But we are charitable. Should the proprietors of any city market — through lack of funds—be unable to decorate with flags, flowers, etc., we will loan our very large supply to them next week."

Bargains in '90s

The 1890s were years of boom in Victoria.

Stores were making additions and increasing their stocks.

David Spencer, now E- ton's, advertised: "Specials for Saturday — men's furnishings department—10 dozen laundried shirts, collars attached, good value at 75 cents, for 50 cents; 15 dozen laundried percale shirts, two separate collars, and pair cuffs with each, worth $1.25, for 75 cents; 150 dozen men's ties, new bows and knots, silk lined, made to sell at 35 and 50 cents—will clear the line out at 25 cents."

The Hudson's Bay establishment, wholesale only, was on Wharf Street, at the foot of Fort, and advertised: "Importers of staple and fancy groceries, wines, liquors, cigars, blankets, etc."

Dixi H. Ross and Company: "Our blend tea, 20 cents; golden blend tea, 40 cents; our fresh roasted and ground coffee, 40 cents per pound; fresh frozen Eastern oysters, 75 cents per tin."

H. L. Salmon tobaccos: "Athlete and Sweet Caporal cigarets, 10 cents per packet."

The Stanley House, general drygoods, was at the corner of Douglas and Fort in the 1890s: "Kid gloves: the Bretagne lacing glove, $1.25; undress lacing gloves, $1.25; Ferwand Josephine gloves, $1.25."

The Manchester House was at 88 Yates Street: "Colored cashmeres, a variety of shades, 50 cents per yard; fancy shot dress goods, extra wide, 35 cents per yard; all-wool short serges, double width, 40 cents per ard; all-wool serges, brown, green, garnet (52 inches wide) 85 cents per yard; all-wool German plaids (50 inches wide) 50 cents per yard; Melton cloth (42 inches wide), three yards for $1; Amazon cloth, double width, 45 cents per yard; Hopsacking, double width, 75 cents per yard; ladies' cashmere hosiery, 25 cents per pair, five for $1; ladies' fine cashmere hosiery, 40 cents per pair; ladies' heavy wool hosiery, 25 cents per pair; children's ribbed cashmere hose, spliced knees and heels, 25 cents and 30 cents per pair."

Pither and Leiser, who built the present Liquor Control Board's warehouse building at Fort and Wharf, advertised: "The great leader of champagnes—G. H. Mumm's extra dry—sole agents for British Columbia, 13 Yates Street."

Baker and Colston were in the fuel business, on Belleville Street, and advertised: "Old Reliable Wellington coal, $6 a ton; screen nut coal, $5; slack coal for furnaces, $2.75; red fir cord wood, $3.50; bark, $4.50; oak, $5.

Merchandizing continued its more or less leisurely pace until the 1914-18 war started. During that war business generally in British Columbia was dull, prices were high.

Displaying Goods

The great change in merchandizing started a t 1920. Stores advertised more, they staged bargain days, displayed their wares more prominently. It became fashionable to present gifts at Christmas. The special days—Father's Day, Mother's Day—came into being.

Gradually came the chain stores. Packaging and freezing of foods became popular in the super markets.

Where once a householder put out a jug on the porch and had it filled by the milkman, from a huge container, today milk comes in cartons.

Once the merchant gladly delivered all his customers' purchases. Today vou are the pack horse, except for heavy purchases.

In a century B.C. has run the whole gamut, from water carts selling water at 25 cents a pail, and a jug of beer from the corner saloon at 10 cents, to today's gleaming self-serving food stores of canned, packaged and bottled goods all colorfully labelled.

66 YEARS Specializing in WATER TRANSPORT

Operating

Tugs

and

Scow Lighters

•

VICTORIA TUG

COMPANY LIMITED

Wilfrid W. McGregor · Managing Director
Captain S. Fraser · Marine Superintendent

606 HUMBOLDT STREET
(Belmont Building) Phone 4-7822
VICTORIA, BRITISH COLUMBIA

ANACONDA

First in Canada for COPPER, BRASS and BRONZE

Anaconda takes this opportunity to salute the people of British Columbia and to wish your great Province a happy hundredth birthday!

Congratulations, too, on the prospects of a future which in two decades, authorities predict, will rival the tremendous progress of the past century.

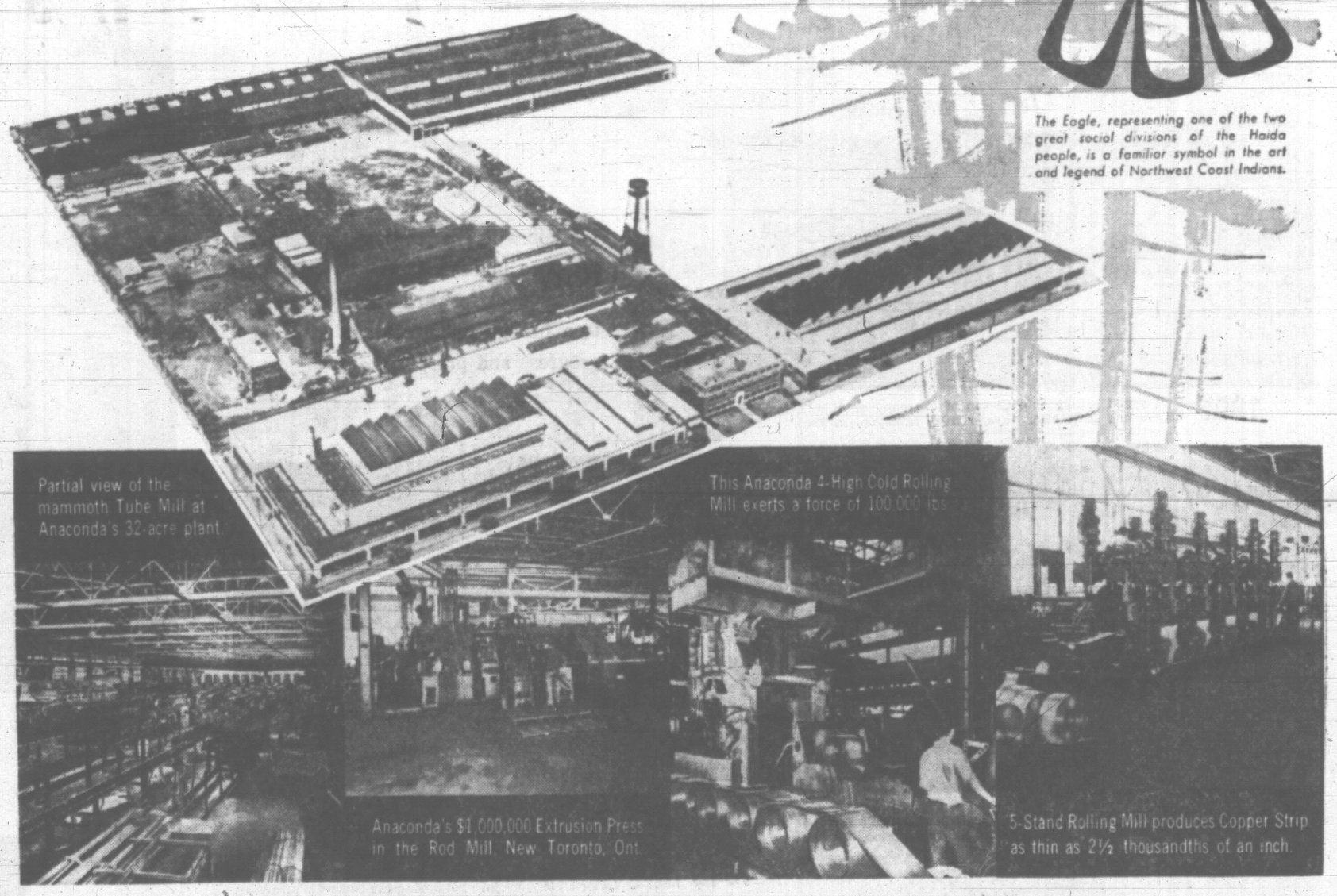
Since coming to Canada in 1922, we at Anaconda have witnessed the greatest development period in this nation's history—and have been inspired to keep pace! From a modest start in small quarters with about 300 employees, the plant has expanded until today it has a payroll of nearly 1,400 and covers 32 acres with 4 self-contained mills—Sheet, Rod, Tube and Copper Bar & Strip.

The Company's policy has always been to use Canadian raw materials where possible. This includes zinc, lead and lumber from British Columbia, zinc from Manitoba, copper and nickel from Ontario. Many of the finest buildings and countless homes in B.C. are protected inside and out by Anaconda Copper tube and sheet, and leading West Coast industries incorporate copper and copper alloys in their products.

Some time ago we established a Vancouver office with the sole purpose of providing customers with on-the-spot service. It is located at 1306 Burrard Bldg., Telephone MUtual 3-7351. You are invited to drop in, phone or write for help and information on your metal problem.

C-5553

The Eagle, representing one of the two great social divisions of the Haida people, is a familiar symbol in the art and legend of Northwest Coast Indians.



Partial view of the mammoth Tube Mill at Anaconda's 32-acre plant.

This Anaconda 4-High Cold Rolling Mill exerts a force of 100,000 lbs.

Anaconda's $1,000,000 Extrusion Press in the Rod Mill, New Toronto, Ont.

5-Stand Rolling Mill produces Copper Strip as thin as 2½ thousandths of an inch.

ANACONDA
Copper and Brass
TRADE MARK

ANACONDA AMERICAN BRASS LIMITED
1306 Burrard Bldg., Vancouver
Head Office and Plant: New Toronto, Ontario
Eastern Sales Office: Montreal, Quebec

Victoria Always in Mourning

Few places in the world suffered more blows from the cruel sea than did Victoria from its inception up until 40 years ago.

Some of the catastrophies were shocking and one, the loss of the steamer Pacific in 1875, ranked as the worst marine disaster up until the turn of the century. Over 300 lives were lost. She left Victoria on Nov. 4, 1875, and sank that night after a collision.

Black arm bands were a common sight on the streets of the city and black crepe hung from the doorbell knobs as was the custom at that time.

The city went from one disaster to another. The reason for this was the importance of Victoria, not only as a major seaport on the coast, but as the headquarters for many companies which manned its vessels here.

Brother Jonathan, overloaded as usual, foundered in heavy weather on her way here from San Francisco on July 28, 1865. There were only 19 survivors out of 200.

On a single night during the winter of 1894, three ships carrying 80 men vanished without trace in a storm off Flattery. They were the iron steamers, Montserrat and Keeweenan, loaded with coal from Nanaimo for San Francisco, and the sailing ship Ivanhoe.

A tragedy which shook Victoria was loss of H.M.S. Condor, a sloop-of-war, with 140 officers and men, off Cape Flattery on the night of Dec. 2, 1901.

The popular Victoria ship Islander was also lost i 1901, taking 42 lives with her.

As people watched helpless on the Dallas Road waterfront, the United States steamer Callam, inbound from Seattle, was held in the clutches of a snorting southeaster and torn to pieces in 20 minutes. She was bringing home many Victorians. It was agreed that at least 56 persons were drowned.

The steamer Valencia was inbound for Victoria from San Francisco when she encountered a snow storm after rounding Cape Flattery. She wandered off course and fetched up on a nasty rock off Pachena. There was no immediate danger and it was hoped that she would refloat on the next high tide on Jan. 23, 1906.

Next day a heavy wind came up and orders were given to abandon ship. Thirty-seven passengers got away safely but 117 lost their lives.

Within the space of 17 days two small craft were to be swamped by bad seas within 20 miles of the capital city.

Sechelt left Victoria on March 24, 1911, with 58 persons aboard for Sooke. She was never seen again.

It was strange that a ship, almost the duplicate of Sechelt, should go to her doom within a matter of days.

One of the most popular smaller vessels on this coast was the Iroquois. She operated between Sidney and the Gulf Island. It was her custom to leave Sidney each morning, following arrival of the train from Victoria.

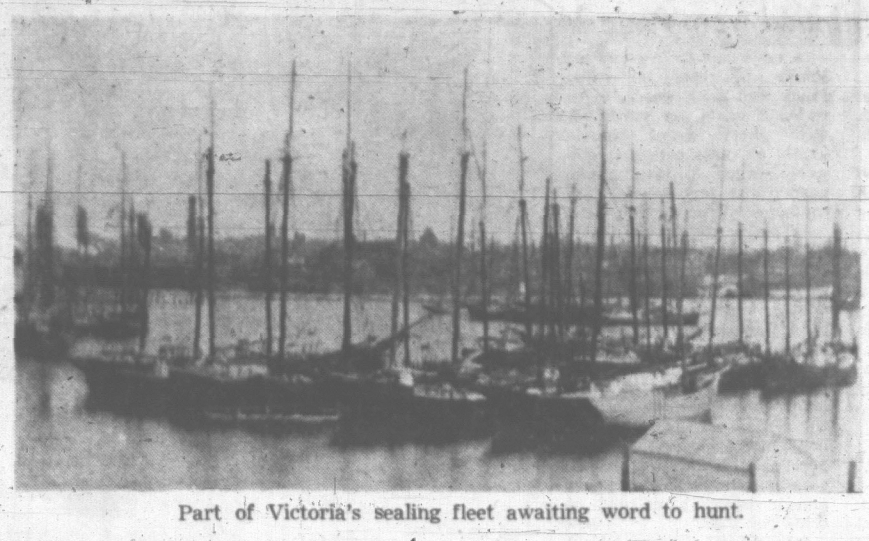
Iroquois backed away from her dock at 9.15 on the morning of April 10, 1911, and bobbed in an uncomfortable sea. As friends were still waving from the dock, Iroquois took a sudden list, and never recovered from it. She slowly rolled over and sank.

Twenty-one well-known people of hereabouts went down with her.

The First World War was grinding to a close when a fishery patrol boat out of Victoria, the Galiano, vanished while approaching the northern tip of Vancouver Island, on Oct. 31, 1918, with 23 men, all Victorians.

Galiano's passing came as Victoria and the rest of the coast were recovering from loss of the C.P.R. steamer Princess Sophia, whose home port was Victoria.

Princess Sophia was southboard from Skagway with 343 persons aboard on Oct. 26, 1918. There were no survivors.



Part of Victoria's sealing fleet awaiting word to hunt.

Quest for Seals Cost Many Lives

During the 1880s a thriving industry began in Victoria, which was to bring sadness to many homes.

Great seal herds were discovered moving from the California coast to the Pribiloff Islands, where they delivered their young.

During the 1890s nearly 100 schooners, averaging under 100 feet in length and carrying 20 men or more, followed the herds for nine months. They made handsome catches.

But the cost in human lives was severe and many schooners never returned to port.

Here are a few bulletins on such losses:

1895—Sealing schooner Walter Earle capsized in a gale in April. All hands lost.

1896—Schooner Maybelle sailed from Victoria for Nootka, January 18. Not heard from since. All hands lost.

1898—Schooner Pioneer departed Unimak Pass, Alaska, Oct. 3, with 460 seal skins aboard. Not heard of since. Foundered. All hands lost.

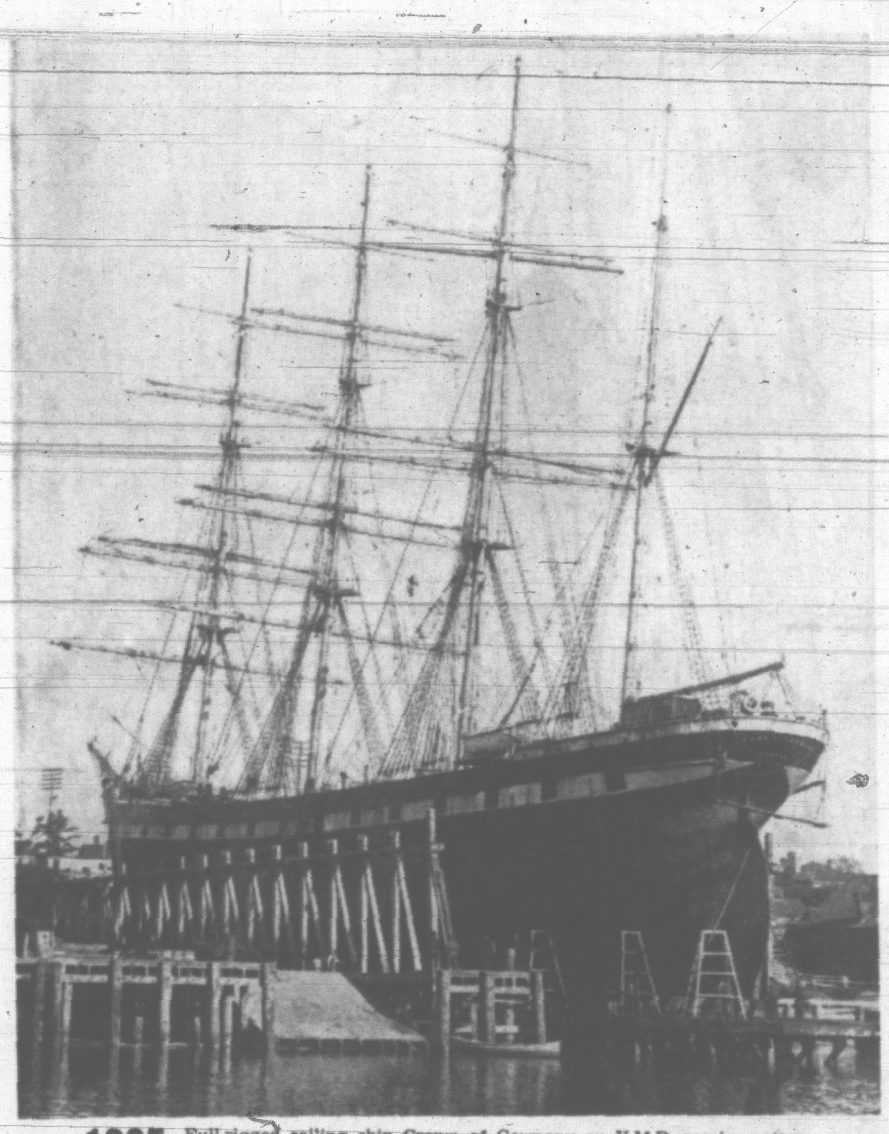
1902—Schooner Ocean Belle off California coast set on fire by Chinese cook in fit of lunacy. He jumped overboard and drowned. Fire extinguished.

1902—Schooner Hatzie foundered off coast. No tidings since she left Kyuquot where she picked up Indian hunters Feb. 17. All hands lost.

1904—Schooner Triumph sailed from Victoria, Jan. 12. Reported to her owners off Columbia river Feb. 28, after delays at West Coast points. No further tidings. All hands lost.

1905—Schooner Fawn foundered at sea en route Bering Sea to Victoria. Spoken to by schooner Jessie, Oct. 5. All hands lost, five whites, 21 Indians.

A CENTURY OF SERVICE TO BRITISH COLUMBIA

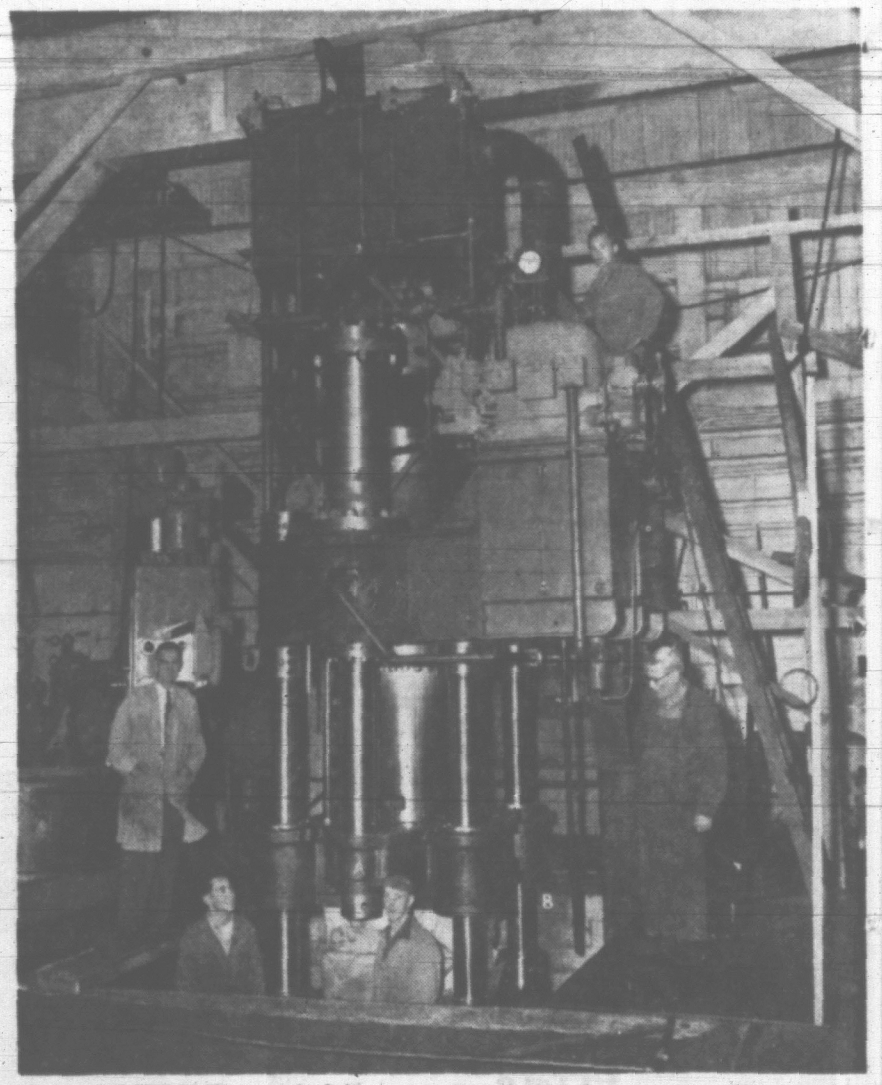


1905—Full-rigged sailing ship Crown of Germany on V.M.D. marine railway undergoing refit after voyage from Liverpool in 1905.

In this Centennial Year we celebrate our 97th year of supplying the basic equipment to B.C.'s great growth industries

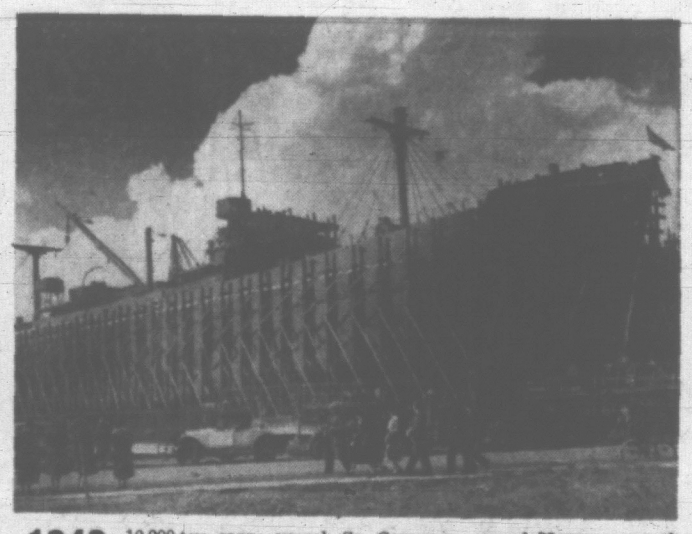
From windjammers to modern destroyers—from manhole covers to pressure vessels and heat exchangers for oil refineries, this is the story of the progress of Victoria Machinery Depot over the past 97 years . . . a growth that has closely paralleled that of British Columbia.

We join with the people of this great province in celebrating the Centenary and look forward with confidence to a further hundred years of equal progress and prosperity.

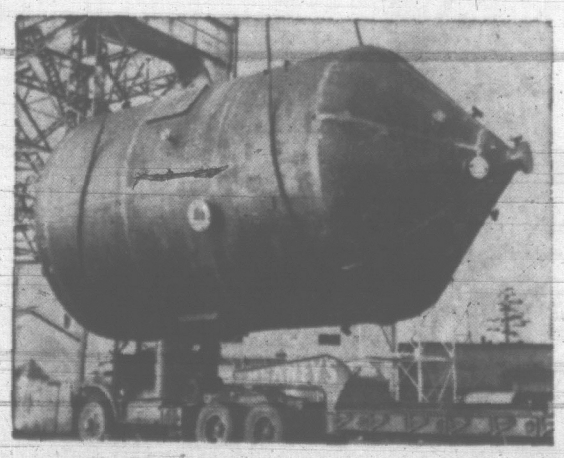


1957—1,000-ton pulp baling press, five of which have been supplied to the pulp industry in British Columbia and Alberta.

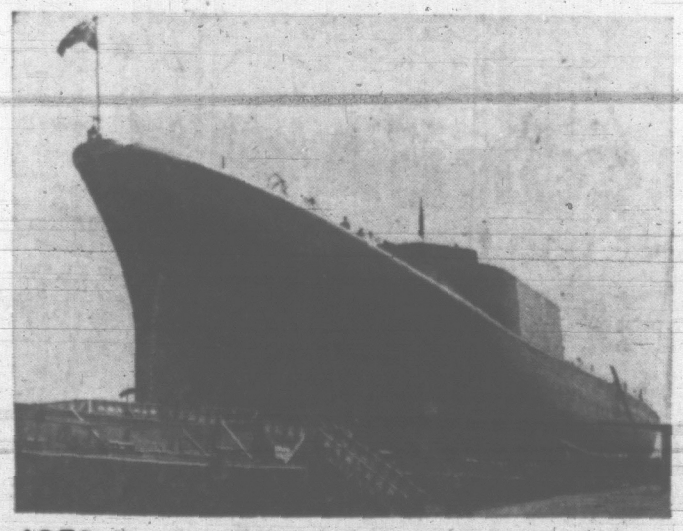
1890-1897—Several stern and side wheelers were built for the Fraser and Yukon Rivers in this period, by the Victoria Machinery Depot.



1943—10,000-ton cargo vessel, Ss. Camosun, one of 30 cargo vessels built by Victoria Machinery Depot during the Second World War.



1957—Pulp digester made from 2½-inch thick steel plate.



1958—Presently outfitting destroyer escort vessel for Canada's Navy, H.M.C.S. Terra Nova.

VMD

VICTORIA MACHINERY DEPOT CO. LTD.

General Engineering - Ship Builders
Boilermakers

Steel, Iron and Brass Founders

Head Office: Victoria, B.C.

Branches: Nanaimo, B.C. — Vancouver, B.C.
Calgary, Alberta

War Threats, Censors, Blackouts Known Here

The scorching breath of war swished the face of British Columbia several times during the last 100 years.

Vancouver Island, in particular, was in the forefront of the troubles, as it had been 175 years previously when the British and Spaniards made faces at each other in the Nootka area.

After the Japanese had made a mess of the United States Navy at Pearl Harbor on December 7, 1941, the extent of the menace which threatened this coast was disturbing.

When the Japs invaded Kiska and Attu in the Aleutian Islands and began bombing Dutch Harbor in Alaska, the people on this coastline learned to live like moles. Some of them built concrete air-raid shelters, everyone was fitted with gas masks and emergency supplies of food were cached. All street lights were turned off for the duration, car headlights were reduced to mere slits, houses and buildings were blacked out.

There were many scares, the worst, when unidentified planes were reported. The sirens whined, ARP wardens and their staffs manned their posts. Householders got out their buckets of sand, tested their stirrup pumps, made ready with flashlights and candles, in case of power failure, and checked members of the family. They wondered if bombs would fall. Under such trying conditions the "all clear" signal brought comforting relief.

GAS MASKS fitted to Victoria children at height of Second World War scare.

Jap Subs Peeking at Victoria

Then, came the torpedoing of a United States freighter just west of Race Rocks, a scant 30 miles from Victoria's front door.

The question arose: "Was it safe to cross to Vancouver by boat?"

Japanese submarines were believed to be peeking at Victoria's waterfront. The passenger ships running to the mainland steamed without lights at night. Their pilothouses were heavily timbered and padded as a protection against shelling.

On a quiet summer's evening in June, 1942, two Jap submarines surfaced off Estevan Point, 150 northwest of Victoria, and opened fire. The few residents there were startled as shells dropped around them.

The Jap fire was erratic and failed to hit either the big lighthouse or the wireless station.

Other ships were torpedoed off the coast.

"The Japanese are virtually upon the coast of Canada," J. G. Turgeon, MP for the Cariboo, told a hushed House of Commons in Ottawa.

Tokyo broadcast: "The shelling of Estevan has come as a great shock to Canada."

Unannounced, a corps of censors had moved on to Vancouver Island. Each outgoing piece of mail was censored, some of it heavily marked, some of it cut out with scissors, because too many people, including people who had speaking acquaintance with army personnel, were unintentionally sending out tips, enough of which, put together, might have revealed what was going on.

A few months later, what had been taking place, became public knowledge. A Canadian expeditionary force was being assembled to aid the Americans drive the Japs from Kiska, and liberate the North Coast from the threat of invasion.

The Canadians went into training at Nanaimo and Chemainus under the operation name of "Greenlight."

On July 12 the Canadians, 4,831 strong, embarked on four transports. There was some grumbling among the men and 165 were absent without leave.

Zero hour for landing on Kiska was daybreak Aug. 15. When the boys stormed the beaches the island was found deserted. The Japs had left 18 days earlier.

One of the big moments and, the only occasion on which enemy seamen were handled through Esquimalt, was in 1940 when HMCS Prince Robert brought in the German express freighter Weser, which she had surprised and captured off the Mexican coast.

Going back to the First World War Victoria spent the first three months of it wondering if shells would be rained from the German fleet which had escaped from the Tsingtao base in China.

The fleet slipped across the North Pacific and skirted the B.C. coast, which had only an obsolete cruiser, the Rainbow, to offer resistance. To Rainbow's credit stands the fact that she went forth to wage battle.

Flipping back the pages of time to 1877 there appears another phase of apprehension. Russia was the offender. It had sold Alaska to the United States ten years previously but was still eyeing the Pacific coast. Britain and Russia were at loggerheads over a middle East question and the Pacific coast had reason to suspect the intent of a Russian fleet which appeared in these waters.

These fears became a reality when a Russian gunboat appeared off Race Rocks and heading straight for Esquimalt harbor. The alarm was sounded but the gunboat, the Craysser, was an innocent party to any disturbance. She had experienced heavy weather, suffered some damage and was in need of fresh water and provisions.

Leaping backwards another 20 years war scare was on the horizon as British Columbia was born.

The rumpus was caused when a United States farmer shot a Hudson's Bay Company's pig on San Juan Island. It was at the time when the Americans held one end of the island and the British held the other. Each had their forts.

Historians refer to this as the "pig scare." It may cause a laugh today but it was a serious affair in 1859.

The first representatives of the Royal Navy to enter Esquimalt harbor arrived on a hunting and fishing expedition. None of the warships passed through the headlands as no soundings had been taken and the great Douglas firs came down to the wateredge.

As time passed, the naval set up shore batteries at Duntze Head and Rod Hill to protect the entrance to Esquimalt.

When Britain realize the growing importance of British Columbia, units of the Royal Artillery and Royal Engineers were sent out and new forts were built at Macaulay Point. Work Point Barracks was established. In 1871 announcement was made of creation of Military District 11, which included all British Columbia and had its headquarters at Work Point.

With opening of the 20th century the Royal Navy had a strong fleet here and the shore fortifications included a pair of 9.2 guns, mounted atop Signal Hill, capable of flinging a 500-pound shell out to Race Rocks.

Germany's rapid development of sea power was viewed with alarm by the Admiralty and the decision was made to withdraw overseas fleets and concentrate at home. The Canadian government's attitude of aloofness from sharing in the cost of protecting its own shores, was also a factor in the decision. In 1905 the Royal Navy withdrew.

Canada slumbered along until 1910 when it embarked on a half-baked naval policy. One of two ships, the Rainbow, was sent here. The forts were the playthings of the militia.

Lord Jellicoe visited Esquimalt in 1919 on his world cruise aboard HMS New Zealand. He made a survey of what the Empire needed in the way of a naval program.

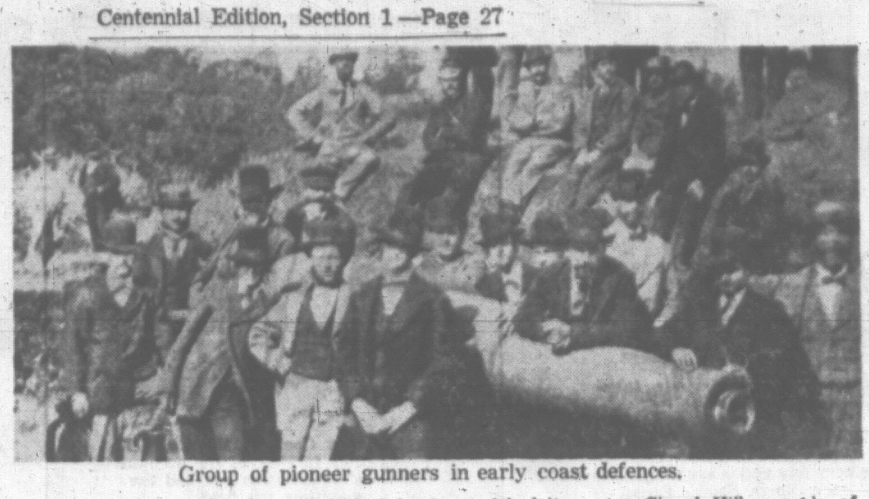
After Jellicoe's report Canada began getting destroyers and specilizing in anti-submarine work. When the Second World War broke out there were some fighting ships at Esquimalt.

The ports of Esquimalt and Victoria, were ringed by a stout series of forts, ranging from the three 9.2 battery at Albert Head down to the rapid-firers close in.

Today, there is not a gun on the entire British Columbia coast. They have been removed as, under today's tactics, they would be useless.

Defence of the coastline depends upon the Royal Canadian Navy and the Royal Canadian Air Force.

Esquimalt is a base of large proportions. Its ships have a personnel of over 6,000 officers and men. Its shore personnel of civilians is over 3,400.



Group of pioneer gunners in early coast defences.

CUSTOM FINANCE
Is Located ONLY in VICTORIA

And because of this, we are in a position to take a truly personal interest in your problem.

Loans are made for any reasonable purpose and we invite you to call in any time and discuss your problems with us.

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CUSTOM FINANCE LTD.
1012 DOUGLAS PHONE 5-1408
PERSONAL, AUTO AND FURNITURE LOANS
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We Join in Celebrating British Columbia's Centennial Year

1858 BC 1958

Not the Oldest Nor the Largest . . . BUT CERTAINLY ONE OF THE BEST Drug Stores in Victoria. Our service is "Consistently Good Rather Than Occasionally Excellent."

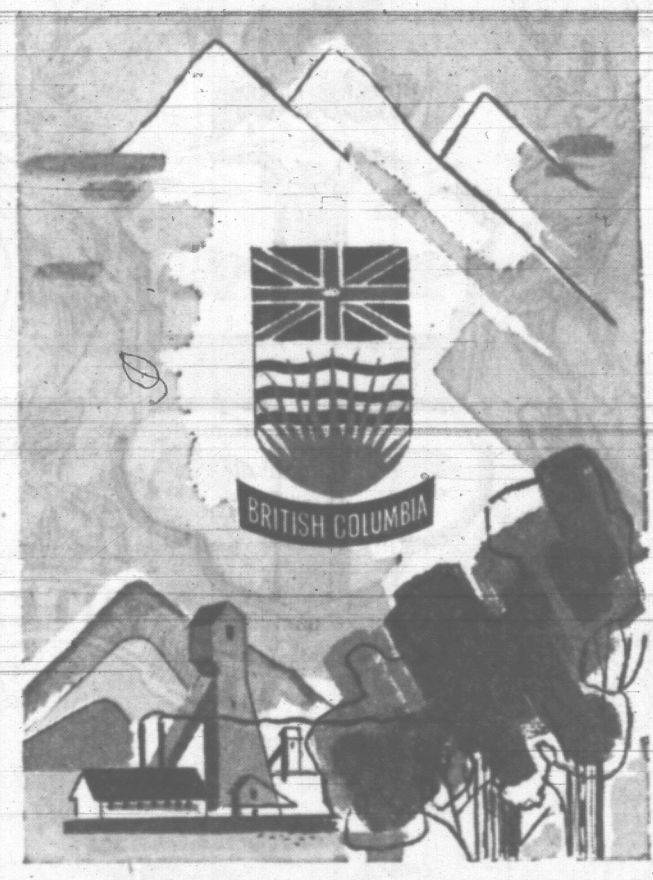
Darling's Pharmacy
LIMITED
FORT at BROAD Phone 2-1212

OAK BAY
In Its 51st Year
SALUTES
The Province of
BRITISH COLUMBIA
IN ITS 100TH YEAR!

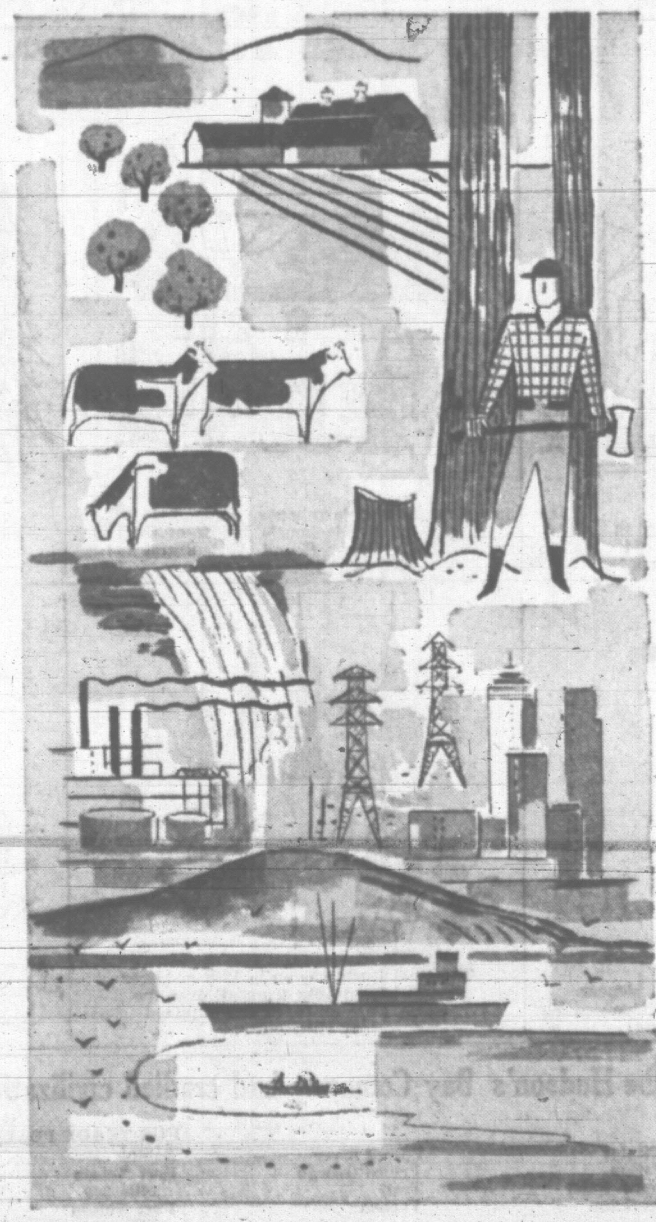
REEVE F. NORRIS

The Reeve of Oak Bay, its council members and administrative staff join in expressing congratulations to the Province of British Columbia on its Centenary.

MUNICIPALITY OF
OAK BAY



Future unlimited...



A century crowded with bold adventure and spectacular success has passed into British Columbia history.

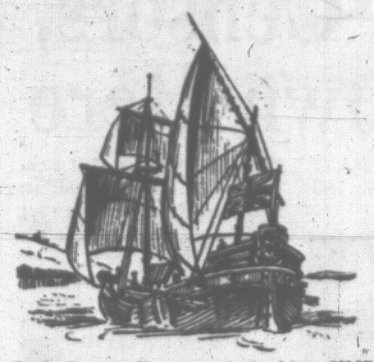
Today, as this colourful province enters an era promising even more dramatic development, the management and staff of Imperial Tobacco Company, manufacturers of the renowned Player's Mild Cigarettes, offer their congratulations to British Columbia — a giant of commerce with a future unlimited.

IMPERIAL TOBACCO COMPANY OF CANADA, LIMITED

Coast Indian Tribes wore rich furs. 1. Tlingit, 2. Haida, 3. Tsimshian, 4. Kwakiutl, 5. Salish, 6. Nootka

The Indians developed a highly individual type of art that has lasted to this very day and is synonymous with the North Pacific Coast.

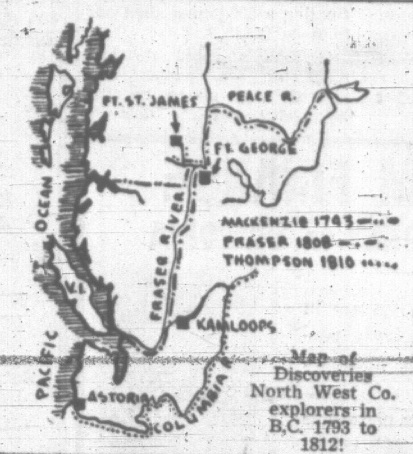
Capt. James Cook at Nootka, 1778. Publication, in 1784, of the account of Cook's expedition sparked the maritime fur trade.



Capt. George Vancouver's 2 ships, HMS Discovery and Chatham, circled the Island in 1792 marking many places known today by the same names.

Upon its union with the North West Company the exclusive trading rights granted to the HBC by Charles II in 1670 were extended west of the Rocky Mountains.

HBC Charter granted company sole right to trade with the Indians in huge, unexplored west!



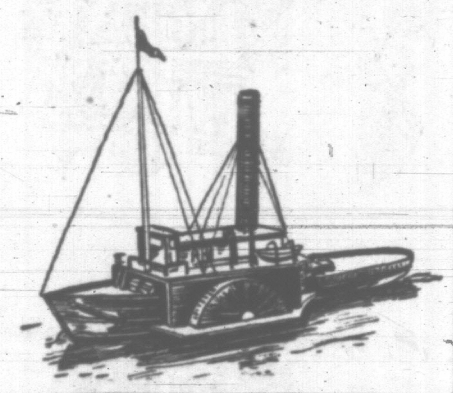
Map of Discoveries North West Co. explorers in B.C. 1793 to 1812!

Alexander Mackenzie, first white man north of Mexico to lead party across North America and see Pacific in 1793!

David Thompson followed the turbulent Columbia to its mouth in 1811. Much of this great geographer's work has been overlooked.

Simon Fraser followed the Fraser River from Fort George until he was stopped by hostile Indians about a mile from its mouth.

George Simpson, HBC Governor, 1824, went west to plan economy and organization of vast Pacific slope.



Ss. Beaver, HBC ship, first steamer on north Pacific, was symbol of fair dealing to Indians and of civilization to whites.

Ft. Victoria, established in 1843, opened Strait of Juan de Fuca and Fraser River to British shipping, an important factor in negotiations with the U.S.A., in 1846, over the international boundary.

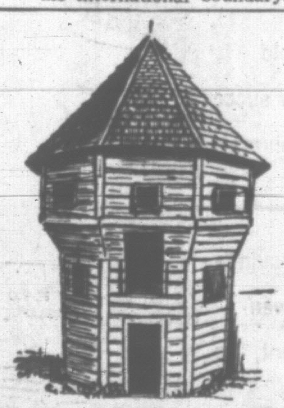
Hudson's Bay Company.

INCORPORATED 2nd MAY 1670.

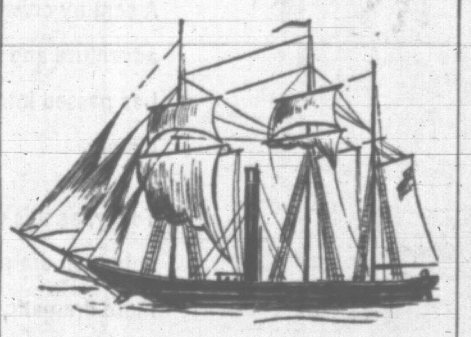
Dr. John McLoughlin, "Father of Oregon," in charge of Columbia dept. with headquarters at Ft. Vancouver (Portland).

James Douglas, HBC Chief Factor, founded Victoria, 1843, later became Governor of Vancouver Island, then of B.C.

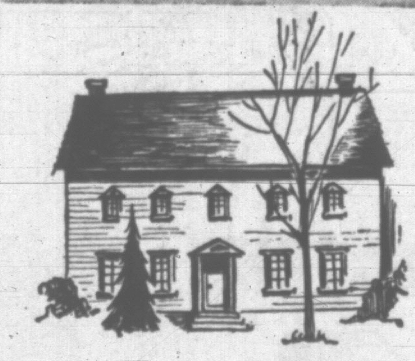
Fort Langley, birthplace of colony of B.C. in 1858, was built in 1827 by James McMillan, an HBC Chief Factor, to trade with Indians of Georgia Strait.



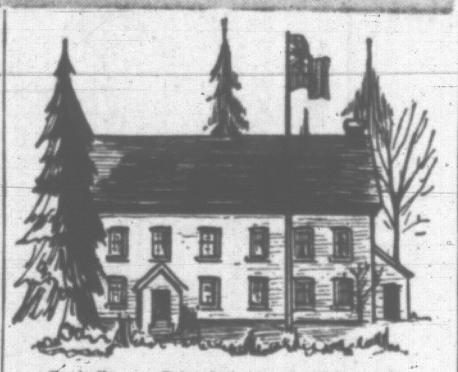
Nanaimo's Bastion, still standing, built by HBC in 1853 to protect coal mining interests!



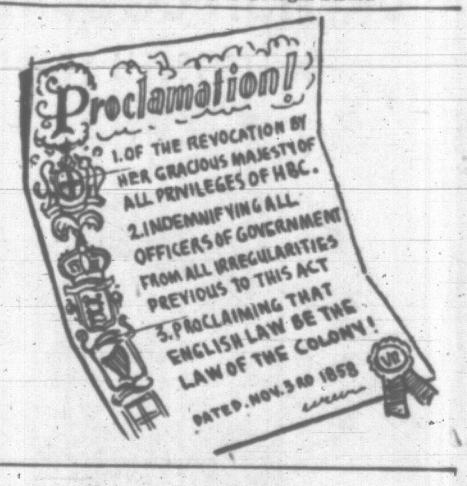
HBC steamer, Otter, arrived in Victoria in 1853 to relieve old Beaver of some of her work.



Craigflower farmhouse, completed in 1856 by K. Mackenzie, bailiff of the HBC's Puget Sound Agricultural Co., is still in use today.



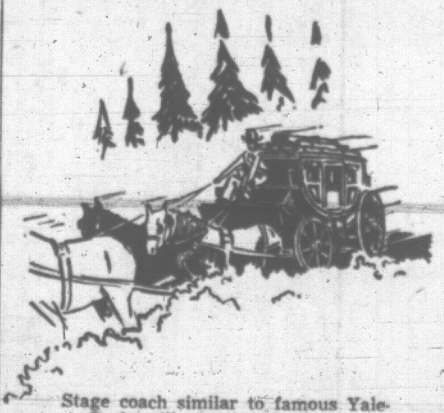
Craigflower School, built in 1855 by the Puget Sound Agricultural Co. (farming subsidiary of HBC) on Victoria Arm, is the oldest schoolhouse west of the Great Lakes. Today it is a museum.



Proclamation of colony and administering of oaths created B.C. at Fort Langley, Nov. 19th, 1858!

Judge Matthew Baillie Begbie, pioneer judge of B.C., ruled the Cariboo fairly and with an iron hand!

The Gold Rush was on in 1858 and over 30,000 adventurers from all over the world were outfitted and supplied at HBC posts!



Stage coach similar to famous Yale-to-Barkerville coach helped open up interior during Gold Rush in 1864!

Present HBC store in Victoria with a tradition of 115 years continuous service to Victoria.

British Columbia was born where men of the Hudson's Bay Company had cradled civilization. We hope to serve as well in the future.

HBC ESTABLISHMENTS IN B.C., 1958

RETAIL STORES:
Vancouver, Victoria, Dawson Creek, Kamloops, Kimberley, Kitimat, Nelson, Ocean Falls, Penticton, Powell River, Prince George, Trail, Vernon

FUR TRADE POSTS:
Babine, Fort Nelson, Mile 300, Fort Nelson River, Fort St. James, Fort St. John, Hazelton, Kitwanga, Lower Post, McLeod's Lake, Takla, Telegraph Creek

WHOLESALE BRANCHES:
Vancouver, Victoria

RAW FUR DEPARTMENT:
Vancouver

CENTENNIAL EDITION

Victoria Daily Times

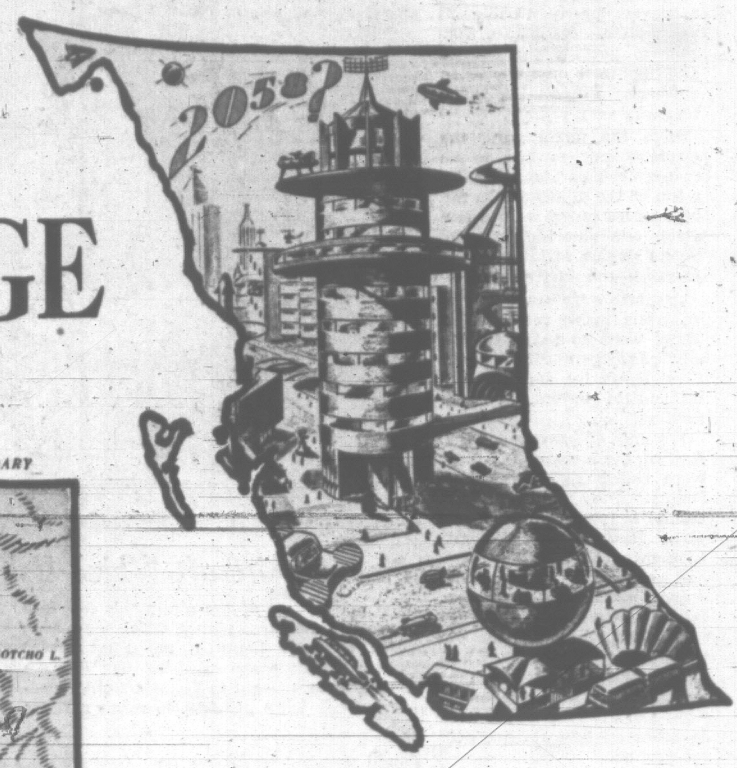
VICTORIA, B.C., TUESDAY, JULY 15, 1958

SECOND SECTION

Yesterday... WILDERNESS

Today... EXPANSION

Tomorrow... CHALLENGE



2058

Population:

Mainland	*20,000,000*
Vancouver Island	*4,000,000*
Hydro power (h.p.)	*23,268,000*
Atomic power	*?????*
H-power	*?????*
Solar power	*?????*

* * *

10 cities, each with population of over 100,000, north of Prince Rupert and Prince George?

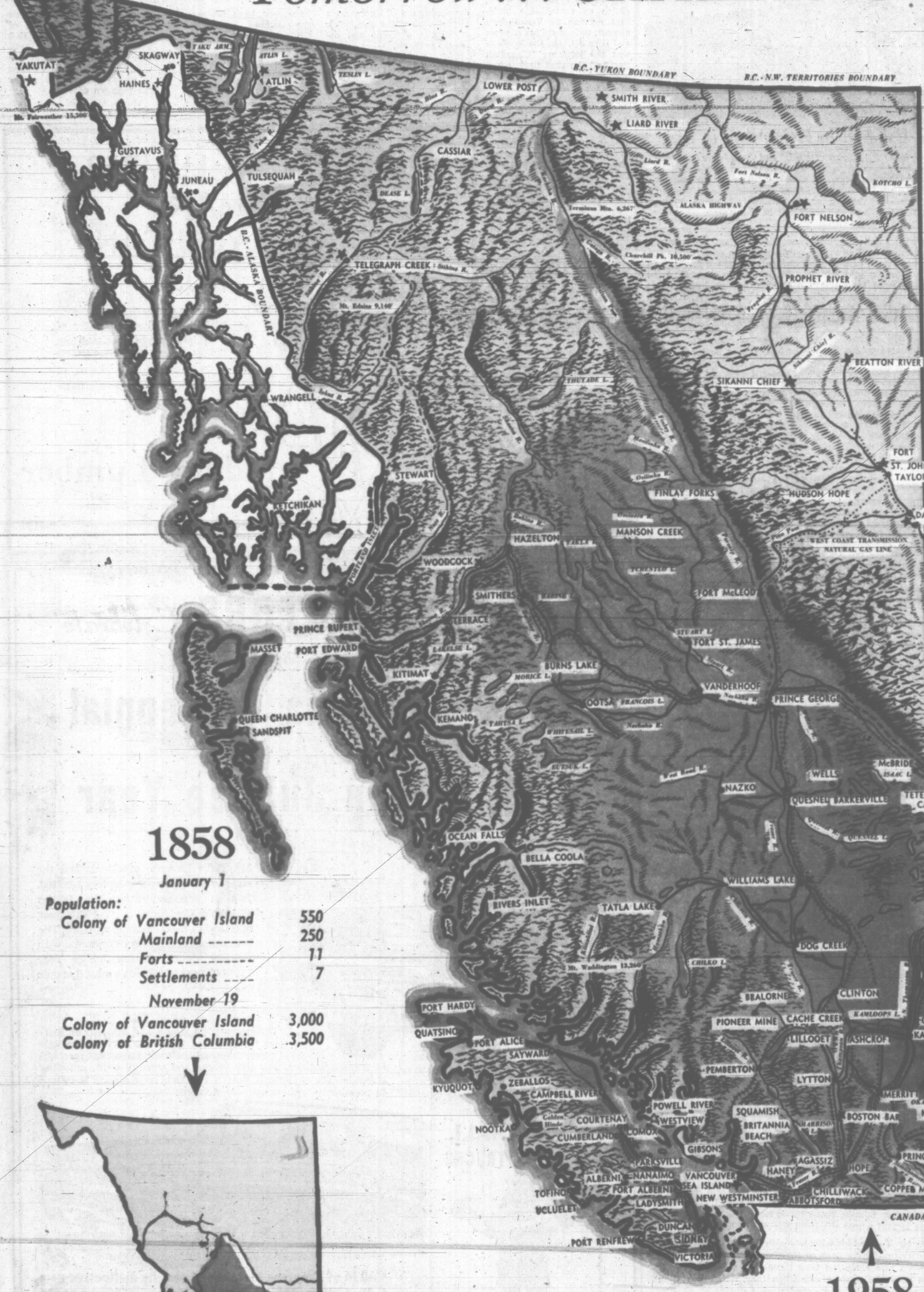
One seaport, as big as present-day Vancouver, near Alaskan boundary?

Vancouver's city limits reach to Hope?

Victoria's city limits take in Goldstream and Sooke?

No surface ships?

TRANS-MOUNTAIN OIL PIPELINE

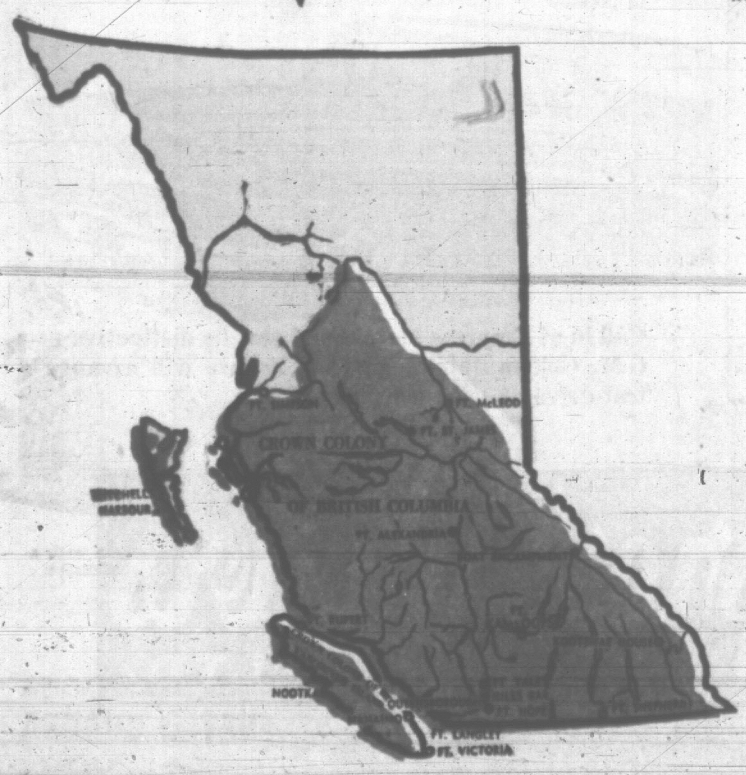


1858

January 1

Population:

Colony of Vancouver Island	*550*
Mainland	*250*
Forts	*11*
Settlements	*7*
November 19	
Colony of Vancouver Island	*3,000*
Colony of British Columbia	*3,500*



1958

Population	*1,525,000*
35 cities—2 towns—31 districts—53 villages	
Labor force	*500,000*
Motor vehicles	*505,000*
Gasoline consumption (gals).	*300,000,000*
Personal income	*$2,526,000,000*
Manufacturing	*$1,985,000,000*
Retail sales	*$1,645,000,000*
Cheques cashed	*$17,000,000,000*
Foreign trade, exports	*$860,000,000*
imports	*$510,000,000*
Construction	*$1,400,000,000*
Agriculture (cash income)	*$118,000,000*
Fishing (market value)	*$80,000,000*
Mining (gross value)	*$171,000,000*
Lumber scaled (feet)	*5,676,000,000*
Hydro power (h.p.)	*2,668,000*

Slow-Moving Jennies Began B.C.'s Age of Commercial Flying

Aviation was a wobbly business in British Columbia when the first bamboo, haywire planes appeared in 1912.

It was pretty wobbly 20 years later. The planes wobbled to get off the ground and they were unsteady when airborne. Financially, aviation was very wobbly.

Like the motor cars, the airplane engines had to be cranked. This was done by a flip of the propellor. On the instrument board were a few dials, one showing altitude, others engine revolutions, oil pressure and fuel supply.

Airports were now pastures or, ovals inside race tracks. There were no terminals for any passengers offering, no flood lights for night flying, no control towers, in fact, nothing.

It's only 45 years since the first of these crates—as they were called—gave exhibition flights. They were biplanes, similar in type, to the original plane flown by the Wright brothers at Kittyhawk. They had a single water-cooled engine, mounted in the wings behind the pilot's head. The motor chain-drove a pair of twin-blade propellors. The pilot dangled his feet over the leading edge of the lower wing and attained a speed of 35 miles an hour to get off the ground.

The first plane to fly over a British Columbia town came to grief in Victoria. It went out of control and the engine went through a roof in Chinatown. The pilot was killed.

Next plane of importance was still a lumbering biplane which William Stark housed in an open field on Lulu Island, in the Fraser River. It made many exhibition flights and carried some adventurous passengers aloft at $5 a head. It made one flight out of Oak Bay Park.

Nothing much happened until 1919 when some RAF pilots returned to their homes in Vancouver and Victoria. They still wanted to fly. There were surplus Curtiss Jennies in the many training fields in the United States and Eastern Canada and they were being disposed of at bargain prices.

Aerial leagues were formed in Vancouver and Victoria. The latter bought two planes and had them flown here. They were named Pathfinder I and Pathfinder II. Vancouver obtained four planes and used more colorful names, such as "Little Red Devil."

Pioneer Aircraft Which Ushered in Flying Age in B.C.

The pathfinders of the air in this province were the Jennies, planes which had been used to train fliers in the First World War. A half dozen of them, like the one above, were brought to Victoria and Vancouver. They were the first to make a flight between Victoria and Vancouver and the first to fly air freight across the Gulf of Georgia. A pilot is handing the first freight in June, 1919, to a clothing merchant of Victoria at the Willows Airport. Flying was not profitable in those days.

Daring Young Men

These early peace-time fliers introduced coast residents to lively aerobatics. Goggled men hung by their knees from the undercarriages as the planes wobbled about at speeds up to 65 miles an hour. They scattered advertising pamphlets from the skies and did sky-writing.

The pilots were serious-minded young men and wanted to advance the air-age which they believed would be upon us within a few years.

Victoria pilots were tempted by the thought of flying across the Gulf of Georgia to Vancouver. Their pals in Vancouver wanted to be the first to fly across the Rocky Mountains. Today, those ambitions seem insignificant, but, back in 1919 they were more difficult than getting to the South Pole today.

The Victoria fliers had laid plans to make their flight, should weather conditions be favorable, on May 13, 1919.

The previous day, however, a couple of Vancouver fliers, Alfred Eckley and Ernest Hall, lifted their Curtiss plane from a runway on Lulu Island and, to the surprise of everyone, landed at Victoria to complete the first flight ever made between the Mainland and the Island. They made the return flight before nightfall.

42-Minute Flight

The Victoria fliers were upset at losing the honor but they carried on with their plans and, on May 13, made the first round-trip from Victoria to Vancouver. The Pathfinder was airborne at 12.20 and landed in Minoru Park 42 minutes later. Harry Brown was at the control and Sandham H. Graves was in the second cockpit. Pathfinder average 70 miles an hour on the flight. The homeward flight was logged in 54 minutes.

Victoria was not deprived of the laurels of logging the first flight from Victoria to Seattle. Bob Rideout and Harry Brown completed the flight after one forced landing, due to bad weather, on May 18.

Jimmy Gray and Gordon Cameron were aboard Pathfinder when it made the first flight between Victoria and Nanaimo on Aug. 16, 1919.

Crossing the Rockies in a plane of the same type as Pathfinder presented many hazards. Extra gas tanks had to be installed but the plane could not be too heavily loaded as its ceiling was under 7,000 feet, at best. This meant the plane must fly up the higher valleys and be subjected to unknown air currents, which could suck the flimsy craft to destruction.

Hop Over Rockies

At 4.13 a.m., August 7, 1919, the "Little Red Devil," with but one man aboard, Ernest C. Hoy, got into the air over Vancouver and headed eastward on the first flight over the Rockies.

Things went well for Hoy, who refueled at Vernon, Grand Forks and Cranbrook. He continued to Lethbridge, where he arrived at 6.22 p.m. With a little daylight left he decided to head for Calgary, where he touched down, with the aid of flares, at 9 p.m. His elapsed time was under 16 hours.

These two flights caused the uninitiated on the Pacific Coast to realize that the airplane could be of advantage. Soon seaplanes came into popular use and they started passenger services between Victoria and Vancouver and Seattle. They used the harbors until the steamship companies insisted they constituted a hazard to their ships.

A popular figure in the early 'twenties was Eddie Hubbard, who inaugurated the first international air mail service in the world. He had a contract for picking up mail from incoming ships at Victoria and flying it to Seattle, reversing the process for outgoing ships. He made his first flight Oct. 15, 1920, in a single-engine seaplane.

On Patrol Work

During the summer, contracts were awarded by the department of fisheries for patrol work. More and more, the plane became an agency in flying mining and lumbering personnel about the province.

An important move was made in 1928 when an active group of Victoria fliers formed the B.C. Airways and paid $50,000 for a tri-motored Ford. This plane inaugurated the first triangle air service between Victoria, Vancouver and Seattle. It proved popular and profitable, but it came to a disappointing end.

Disregarding orders to put about in case of fog, the pilot, when on flight from Victoria to Seattle, on Aug. 28, tried to get through heavy mists on the American side and crashed into the water. Seven persons lost their lives.

This had a bad effect on flying, in fact, it erased Victoria as a factor in aviation, Vancouver became the leader.

TCA Appears

Several companies figured in the new development, but it was not until the entry of Trans-Canada Air Lines in 1938 that the real impetus was felt.

In preparation for its transcontinental service TCA started a service on the 122-mile route between Vancouver and Seattle on July 7, 1937. It used this flight to familiarize personnel with the new Lockheed Electras.

After an intensive training program TCA inaugurated its first-class air-mail service between Vancouver and Winnipeg on March 6, 1938, and opened its transcontinental passenger service between Montreal and Vancouver on April 1, 1939, almost 20 years after Hoy had made his memorable flight over the Rockies.

Victoria was not a part of the TCA trans-continental service until June 6, 1943, when the capital was named the western terminus of the route.

Today TCA has almost 700 employees on its payroll in British Columbia.

Between its opening transcontinental flight in 1939 until the end of 1957, the number of passengers it handled, in and out of Vancouver was 2,877,138.

The number of persons carried on the inter-service between Victoria and Vancouver from June 6, 1943, until November, 1957, totalled 1,700,182.

TCA's growth has been spectacular. In 20 years it has grown from Electras to Constellations and Viscounts and in another two years will have in service DC-8 Jetliners, carrying 120 passengers.

CPA Organizes

Ten almost bankrupt aviation companies, which were making a gallant attempt to service Canada's northland, accepted an offer to merge in 1942 and today that merger is known as Canadian Pacific Airlines, worth $40,000,000.

On the morning of January 7, 1942, an old-time bush pilot, Capt. W. R. "Lucky" Luck, crawled into the pilot seat of his Lockheed Lodestar, sitting on the ramp adjoining a clutch of ramshackle buildings serving as Vancouver's airport, revved up his engines and flew off. On the fuselage was the lettering "Canadian Pacific," the first time it had been airborne. The flight was to Fort St. John.

This fledgling air service had inherited, besides some sturdy pilots, no les than 77 aircraft of every type and description, even to a couple of elderly Junkers warhorses. This presented a maintenance headache but by the late 'forties, new planes, including DC-3's, Cansos and Ansons had been obtained to fly routes to Prince Rupert, the Queen Charlottes, Fort St. John, Prince George and the Yukon.

Web of Airways

Today, CPA has enlarged its web of airways within the province to include 15 cities. Last year it made an important move and introduced 300-mile-an-hour, 72-passenger Super DC-6B intercontinental airliners on the Vancouver-Whitehorse run. They make the trip in five hours, with stops at Prince George and Fort St. John en route. This was the first step in CPA's program to standardize its domestic fleet to three types of aircraft, the DC-6B, Convair and C-46.

The new Bristol Britannia, which is a turbo-prop airliner, has just been introduced into the company's international service, and will be the company's prize ship in competition with other lines for the tremendous business which is developing out of Vancouver's airport, hub of the company's 41,000-mile overseas and domestic network.

This airfield handled over 5,000 CPA arrivals and departures in 1957.

CPR's white Empresses, which ruled the waves in the Pacific for so many years, have now been replaced by the winged Empresses of CPA, which fly out of Vancouver to five continents.

There are other airlines and helicopter companies engaged in this new transportation business which has shown such tremendous growth within the last 20 years. Those who have their ears tuned to the pulse of British Columbia say that what has happened to aviation since the days of the wobbling Jennies is nothing to what will develop within the next ten years.

There are spectacular days ahead for aviation.

First Big Air Crash in Canadian History

When this tri-motored Ford airliner, owned by B.C. Airways of Victoria, crashed with a loss of seven lives in August, 1928, while on a flight from the Capital City to Seattle, it ended the first valiant effort to establish commercial flying on the Pacific Coast. In the above picture the big plane is being admired following its arrival from the east at the Lansdowne airport, now converted into a residential area.

A LUMBER MAN YOU CAN TRUST

Paddy Walton, manager of Sidney Lumber, is a man you can turn to for sound advice in regard to all phases of building from a small do-it-yourself job to erecting a mansion!

Sidney Lumber

For More Than 30 Years

2333 GOVERNMENT 2-5187

We Join in Celebration of British Columbia Centenary

We are grateful for the opportunities this province has provided for its people and look with confidence to its prosperous future!

JOE GILMOUR
Over 25 Years' Experience

SHOES FOR ALL THE FAMILY

It is our business to see that every member of the family enjoys carefree foot comfort. For this reason we stock the best in modern footwear and offer attentive service and careful fitting.

"Happy Feet Make Happy Faces"

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PIONEER HEARING AID CO.

B. S. H. TYE
(wearing his Hearing Glasses)

1958 is an historic year for the Province of British Columbia. It is also an historic year for the Victoria Hearing-Aid Company as it is now twenty years since Mr. B. S. H. Tye started the business.

The Victoria Hearing-Aid Company is the oldest established hearing-aid service on Vancouver Island. At the time of its inception Mr. Tye, a graduate teacher of lip-reading, had been teaching the subject for five years at Victoria Night Schools under the auspices of the Victoria Board of School Trustees. He had also helped organize the Victoria Club for the Hard-of-Hearing, of which he was secretary for seven years, during the time that the club had a very large membership. Mr. Tye, who was born in Victoria and has resided here all his life, is a grandson of the late Mrs. Hickman Tye who was one of the pioneers and arrived in Canada about November, 1851, and came to Victoria in 1857 where she spent the rest of her life.

Both Mr. Tye and his wife, who operate the business, wear hearing-aids and have done so for about thirty years. They have worn aids since the time these aids weighed several pounds until the present day when they weigh less than one ounce and are built into eyeglasses.

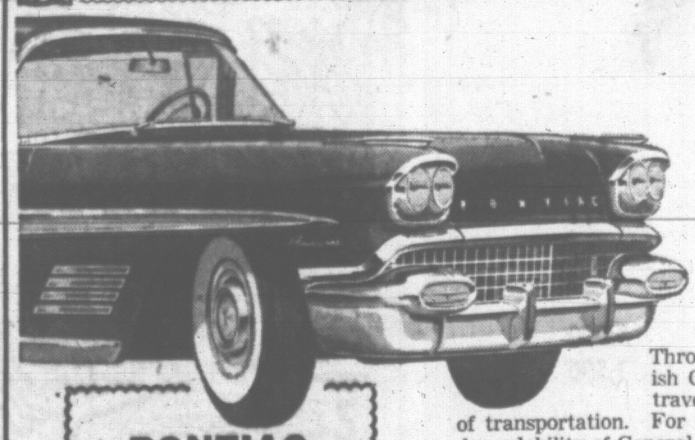
The last twenty years have proved to be historic years in the development of hearing-aids. 1938 was the year that the Victoria Hearing-Aid Company first started providing specialized service to the hard-of-hearing—1958 is the year that their latest hearing-aids have reached the point of providing clear, natural hearing without distortion and without clothing noise (since they are headworn), so that the Victoria Hearing-Aid Company is able to help far more people than was possible before.

VICTORIA HEARING AID CO.

326 YARROW BUILDING, 625 FORT ST.

VICTORIA, BRITISH COLUMBIA

EMPRESS MOTORS Celebrate the British Columbia Centennial and G.M. Golden Jubilee Year



Mr. Dave Lawson, president, and the entire staff of Empress Motors Limited, join in commemorating the British Columbia Centennial . . . 100th year of Canada's most dynamic province. The momentous occasion is coincidental with General Motors' Golden Jubilee Year . . . 50th year of Canada's most dynamic cars!

Throughout the length and breadth of British Columbia's rugged territory, automobile travel is one of the most important methods of transportation. For this reason the sturdily built, unfailing dependability of General Motors' Products have always been tops in popularity with British Columbians.

★ PONTIAC
★ BUICK
★ VAUXHALL
★ G.M.C. TRUCKS

Call in at Empress Motors and see the distinctive new G.M. Golden Jubilee Models . . . we will arrange a test-drive at your convenience.

Empress Motors LTD.

Phone 2-7121 FORT at QUADRA

Act to Bring 'Bachelorism' Starts Women

Women have played a special part in the story of British Columbia—all hundred years of it.

They have never sought public office in great numbers but they have waged a continuous fight to obtain the recognition to which they believed they were entitled.

From a peaceful era at the beginning of the hundred years, when life moved leisurely and elegantly and when women's place was, to all intents and purposes, in the home, they walked serenely into the hurly-burly days of growth and expansion.

Quietly, but with determination, they fought for reforms. They organized social welfare groups. Their collective voices were heard over and over again as they worked for better conditions for all women and children in the province.

Gradually their influence was felt in municipal and provincial circles.

Some men feared this influence; others were willing to listen and to help where it was possible.

First concrete results of their work came in 1873 when legislation was introduced by the Provincial Assembly for "An Act to extend the right of property of married women."

Business men of Victoria regarded it as a whimsical joke on the part of the member of the Assembly who presented it. But when it came up for a second reading the public—that is, the male public—was horrified to find it was no joke.

Property Rights Recognized by Law

The bill was real and its purpose revolutionary.

It provided, among other "unbelievable" things, that a married woman could hold real estate in her own name and for her separate use; she could earn money and use it without the consent of her husband; she could not only insure her own life but, with the consent of her spouse, she could insure his life; she could hold stocks and bonds and dispose of them at pleasure, and she could maintain an action at law.

The bill passed its second reading and committee stage at a single sitting, with gallant bachelor Amor de Cosmos supporting it.

John Robson, so recently fighting with de Cosmos for Confederation, was bitterly opposed.

He feared enactment of such legislation would encourage some wives to throw their children on their husband's hands, leave him, and go into business on their own.

It was "an act to encourage bachelorism," and should be labelled so, Robert Smith of Yale said, in satirical vein.

Henry Holbrook put real terror in male breasts. The measure, he said, "held out a premium to the wife to deprive her husband of his life and pocket money" after having him insured.

Men Signed, Scratched Names Out

Before the male population of the province could recover from shock, the bill was given third reading and assented to but, in despair, men prepared a mighty petition to be presented to Lieutenant-Governor Hon. J. W. Trutch, asking him to disallow this legislation. Nearly every business man signed it—some 475 or more. Some signed, then scratched their names out.

It was no use. The act was law.

For many years women, both organized and unorganized, protested and appealed for a just recognition of the right of the married mother to share equally, with the father, in the guardianship of their child.

While the unmarried mother was given the custody, the child of the married mother belonged exclusively to the father during his lifetime. He could even will away from her the child unborn at the time of his death.

Boys and girls of 12 and 14 could be legally married with the consent of the father or of the guardian appointed by him.

The mother's consent was not necessary.

Under the misnamed Dower Act the husband, whose wife perhaps had worked long and faithfully by his side to gather together their little saving, could, by his will, deprive her of everything and leave her penniless and dependent in her old age.

Man Escaped

If the father and husband deserted, he was free from obligation to provide for his family and wife if she had sufficient means to support them. Yet, he was guardian of the children with the right to their earnings for his or his creditors' benefit unless the mother was able to obtain a court order giving the children's wages to her for their support.

Then, in 1917, under the Equal Guardianship Act, fathers and mothers were placed on an equal footing and their rights, powers and responsibilities in regard to their minor children made equal.

This act was the first of its kind in Canada giving legal recognition to the right of the married mother to share equally, with the father, in the guardianship of the child and it became a model law sought not only on this continent but in the British Isles.

For the protection of the children of the province much progressive legislation has been enacted.

In 1927 a child welfare survey sponsored by women's and men's service clubs and conducted by the Canadian Welfare Council resulted in far-reaching reforms. The Children's Aid Society was completely reorganized and trained social workers were brought in from Eastern Canada.

These moves led to the first social work course being offered by the University of British Columbia.

A staff of social workers was gradually built up to take care of the increasing number of neglected children cases arising throughout the province, and in 1935 the Children's Division, as it was then called, was made a separate entity, the Child Welfare Branch.

As a result of the reorganization in 1927, the more desirable foster home program was gradually developed to a point where, by 1936, institutional care was beginning to die out.

With the amendment of the Infants Act in 1934, one of the duties of the Children's Aid Society became "the ameliorating of family conditions that lead to the neglect of children," and the preventive side of the work was legalized.

A new act was passed in 1939 to replace the Infants Act, emphasizing the more positive aspects of work with neglected children. Its title, the Protection of Children Act, denoted its general intentions. Title of Superintendent of Neglected Children was changed to Superintendent of Child Welfare.

Growth of child welfare services from 1935 to 1943 was outstanding.

A Mother's Pension Act was

Continued on Page 24

Women Sit Side by Side With Men and Discuss Action on Strike Issue

Exactly 100 years after the miners were bustling into the reaches of the Fraser River women were jostling their way into a theatre in Victoria to make known their wishes in regard to strike action by the B.C. Government Employees Association. One hundreds years ago women were homemakers and bowed to the master of the house. Today, women are still homemakers, and good ones at that, but they admit no man as master. Women have made tremendous progress in their fight for equal rights until, now, men are beginning to feel that the little woman is the master. They intend to pursue efforts which will further improve their status in this man-made world.

WAR SPARKED ISSUE

Equal Pay, Equal Work Becomes Law for B.C.

The great increase of women in the labor force during the Second World War and since, brought sharp focus to the question of equal pay for equal work.

Women in all walks of life were interested. Groups were formed and programs instituted to press for equal pay. Vigorous action was pursued provincially and federally by national women's groups. The federal government and provincial governments were approached by deputation and resolution.

Ontario led the provinces in implementing the legislation. Then followed Saskachewan and British Columbia. Early in 1956, the federal government passed a bill to make it mandatory for women in industry to get the same pay as men when they do the same work.

Since the Women's Franchise Act came into being in 1917 many laws inherited from our early colonial days and enacted in the reign of long-dead British sovereigns, have been struck from the statutes or amended in accordance with a new, higher civilization. Since 1917, a good many of the unjust oppressive laws of which women complained have been repealed or amended and other protective statutes enacted.

MRS. TILLY ROLSTON

First woman to be named to the British Columbia cabinet, holding the porfolio of minister of education.

Women MLA's Fight To Ensure Justice

Outstanding women in all walks of life in British Columbia have fought for these reforms.

Ten of them led the fight into the legislature and were instrumental in placing many of the acts on the statute books.

First World War was still raging when Hon. Ellen Smith, first woman member of the legislature—and the first in the British Empire—took her seat in the House in March, 1918. Her election followed the franchise for women in British Columbia and during her term of office she was instrumental in obtaining passage of the Minimum Wage Bill for Women and Children, the Deserted Wives Maintenance Act and the Mother's Pension Act.

She was followed in 1928 by another Smith—Mrs. Paul Smith. She had much to do with securing new prison quarters for women at Oakalla.

In 1934, Mrs. Dorothy Steeves, a graduate of Leyden University, doctor of law and one-time adviser to the Dutch government, became British Columbia's third woman MLA.

A by-election in 1939 made Mrs. Laura Jamieson the fourth woman MLA. She championed the cause of women in industry.

In 1942, Mrs. Grace MacInnes, daughter of the late J. S. Woodsworth, founder of the CCF, and the wife of Angus MacInnis, CCF Member of Parliament for more than 26 years, took her seat in the House.

Mrs. Nancy Hodges, newspaper woman for 30 years, and Mrs. Tilly Rolston, a native daughter of British Columbia, came to the legislature in 1941 and 1942, respectively.

An ardent fighter for women's rights, Mrs. Hodges went on to become the first woman Speaker in the British Columbia Legislature as well as in the British Commonwealth.

She now sits in the Senate at Ottawa, where she still fights for women's rights.

Mrs. Rolston, who battled in the House for hospital insurance, colored margarine and better milk laws, culminated her career when she was named Minister of Education in the Social Credit Government—the first woman to be named to the B.C. cabinet.

In 1952, Mrs. Lydia Arsens, who opposed such things as fluoridation, vaccination and vivisection, was the only woman in the government.

Today there are two women seated on the floor of the House, Mrs. Buda Brown and Mrs. Robert Haggen.

They continue to fight for better conditions for women and children, as the women of this province have done throughout its hundred years.

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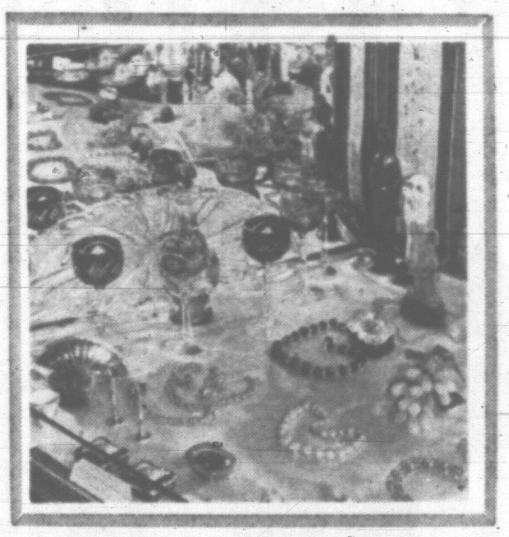

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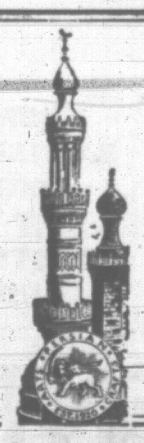

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ROYAL VISITS TO B.C. SPAN 75 YEARS

Princess Margaret's arrival in Victoria marks another high point in a 75-year history of royal visits to this western rim of yesterday's Empire and today's Commonwealth.

This community has welcomed with cheers and banners in peacetime and with solemn respect in darker hours many royal visitors.

A chronological list includes:

1882—The raw new province of British Columbia got its first look at a member of the Royal House when Princess Louise, daughter of Queen Victoria, arrived in Esquimalt Harbor aboard HMS Cowrie with her husband the Marquis of Lorne, Governor-General of Canada at that date.

Evergreen Arches

Thousands of Victorians turned out to greet the couple. The road in from Esquimalt and the streets of Victoria were spanned by arches of evergreens and flowers.

The date was Sept. 19.

1890—His Royal Highness, Prince Arthur, Duke of Connaught, seventh of Queen Victoria's children, stopped at Victoria for one day, May 21, on his way home to England.

The Duke and Duchess were brought ashore from the Pacific liner, Abyssinia, anchored in Royal Roads, in the tug Lorne, and were given an enthusiastic greeting by citizens, government and military leaders.

First Heir's Visit

1901—A memorable event in the history of the city occurred this year with the visit of the Duke and Duchess of Cornwall and York, later King George V and Queen Mary.

The sailor prince, first heir apparent to visit B.C., and his party, arrived aboard Ss Empress of India, Oct. 1. More than 30,000 turned out to shout and cheer and five warships, escorted the big liner into harbor.

Sir Wilfrid Laurier was with the royal party. Lieut.-Gov. Sir Henri Joly de Lotbiniere and pioneer clergyman Bishop Cridge were among the official welcoming party.

1906 — The 23-year-old Prince Arthur of Connaught, son of the Duke of Connaught and nephew of King Edward VII, visited Victoria on his way home as a member of a British mission to Japan.

He arrived on March 27, aboard Ss. Empress of Japan —a day ahead of time Crowds and flags blossomed, despite the short notice, to give him a rousing welcome. He left Friday, March 31, after setting a record probably as the first royal fisherman to try Vancouver Island waters.

1912—Second visit of the Duke and Duchess of Connaught. He returned this time as the first royal Governor-General of Canada and the city declared a holiday for the occasion.

The Duke and Duchess were accompanied by their young and pretty daughter, Princess Patricia, who is now at 72, commander-in-chief of the famous Princess Patricia's Canadian Light Infantry Regiment to which she gave her name.

KING GEORGE VI AND QUEEN ELIZABETH LEAVING VICTORIA IN 1939.

The royal party arrived Sept. 26 aboard Ss. Princess Alice and were escorted to Government House by way of the Causeway over which lighted archways had been built.

1915—Third and last visit of the Duke of Connaught was paid in this grim war year.

There was little civilian ceremony as the Governor-General, in field-marshal's uniform conducted a rapid and thorough inspection of military establishments and units in the area.

He arrived at 6.30 p.m., Sept. 16, aboard Ss. Princess Adelaide and left the next day at 11.45 p.m. for Vancouver, after staying overnight at the Empress Hotel.

Popular Visitor

1919 — On Sept. 23 in this first year after the end of the First World War, an estimated 40,000 jammed the streets of Victoria to welcome Edward, the young Prince of Wales, to the city.

His future was then bright with no shadow of abdication to darken it and he was immediately beloved by Victorians, not only for his position as heir-apparent to King George V but for his winning personality.

1924—Second visit of the Prince of Wales, in October of '24, was in marked contrast to the pomp and activity of the first stay on Vancouver Island. This time the only official note was the formal welcome when he arrived, Oct. 5.

Otherwise he holidayed as a private citizen, Lord Renraw, and took part in no official functions.

Nevertheless he was greeted enthusiastically by thousands on the Sunday of his arrival, though his wish for privacy while he played golf the next day, was respected.

1926—The Prince of Wales' younger brother, Prince George, caught just a brief glimpse of Victoria, when he spent an hour and a half in the city on Sept. 29 while Ss. Empress of Russia was berthed here en route to Vancouver from the Orient.

The 23-year-old prince was returning to Sandringham from China naval station service with the Royal Navy.

1927—The Prince of Wales and Prince George arrived together in Victoria, Aug. 19, in the course of a diamond jubilee of Canada tour.

The two princes stayed from Thursday until early Tuesday with the holiday aspects of the visit emphasized over ceremonial functions. There were several dances and other social gatherings, but a vist to war veterans at Royal Jubilee Hospital was not neglected.

1929—Another of the sons of King George V and Queen Mary, Prince Henry, visited the city on his way home to England from Japan.

He arrived June 1 aboard Ss. Empress of Asia and spent a weekend in Victoria before continuing his tour of Canada. His visit was informal, but crowds were on hand to cheer him as he came ashore.

Reigning Monarchs

1939 — Beacon fires along the shore and blazing lights in the city illuminated the arrival in Victoria, May 29, of King George VI and Queen (Mother) Elizabeth on the first visit of a reigning monarch to the city.

Victoria turned out en masse to tender a thunderous welcome for the royal couple. More than 50,000 lined the streets to raise cheer after cheer as the royal car passed beneath the welcoming lights of the city.

Hundreds of war veterans, assembled at the gangplank, sang "Auld Lang Syne" when, on June 1, the well-loved King and Queen left aboard Ss. Prince Robert, at the end of what perhaps stands out as the most heart-stirring of all royal visits to this part of the world.

1941 — A different theme song with a more urgent message was heard on March 30, when the band of the 5th (B.C.) Coast Brigade hailed the arrival of the Earl of Athlone, then Governor-General of Canada and his royal wife, Princess Alice.

This time the tune was: "There'll Always Be An England."

War Reception

Cares of the Second World War tempered demonstrations, but thousands offered a warm welcome when the couple arrived aboard Ss. Princess Louise for a busy week-long stay.

1941—Third and last visit of the late Prince George, Duke of Kent, father of the present title-holder, came in this war year. As Air Commodore he arrived in Victoria Aug. 7 to inspect air, naval and other military establishments.

He was killed the following year in an RAF plane crash in Scotland.

1945—V-E Day had just been celebrated when the Earl of Athlone and Princess Alice paid their second visit to Victoria. The couple arrived at Patricia Bay late Thursday, May 10, and left at 1 p.m., Monday, after a quiet stay at Government House.

1951—On the stormy Sunday of Oct. 22, just as the sun broke through the clouds and built a rainbow over 60,000 waiting Victorians, Princess Elizabeth, now Queen Elizabeth, and the Duke of Edinburgh — Prince Philip — reached this city aboard HMCS Crusader.

Densely packed over the mile and three-quarter route from the CPR dock to Government House, the assembled crowds gave an almost hushed welcome to the royal couple in the deeply-felt emotion of the long-awaited moment.

The ride in an open car through the chilly rain-washed streets of Victoria was the first momentous event on a long Vancouver Island program for Elizabeth and Philip.

Varied Entertainment

They saw a high-rigger at work, watched Indian ceremonial dances, rested quietly at an Island resort, before starting the return trip of their cross-country tour during which they greeted probably 6,000,000 Canadians.

Thousands of Nanaimo children gathered to sing a farewell as the royal couple boarded ship for the return to the mainland.

Of all the royal visits to Victoria and other parts of the Island this was the most wonderful.

1954—Before she left Victoria during the 1951 Canadian tour Princess Elizabeth expressed the wish she and her husband could return soon to the West Coast.

Prince Returned

For him the wish materialized three years later when he came to the West Coast to open the British Empire Games in Vancouver and to cover some points—including Kemano — not practical during the '51 tour.

He arrived at Victoria by air on Sunday evening and was quietly greeted at Pat Bay airport by government officials and a crowd of 1,500 who respected his wishes for a minimum of fanfare.

The main event in his program in the city came Monday when, as Admiral-of-the-Fleet, top ranking officer of the Commonwealth navies, he reviewed officers and men of the Pacific Command at HMCS Naden.

The review was witnessed by crowds jamming stands on the parade grounds.

1955—In October, the Princess Royal, Dowager Countess of Harewood, aunt of Queen Elizabeth II, spent six days on Vancouver Island during her Canadian tour.

She arrived at Pat Bay Airport at 5.30 p.m., October 15, from Winnipeg, and the next day Victorians watched her ceremonial inspection of the Canadian Scottish Regiment (Princess Mary's) at Athletic Park.

The following day, Monday, she officially opened a new cadet block at Canadian Services College, Royal Roads, and visited the Veterans' Hospital in Victoria.

Despite the busy round the Princess in reply to a toast at a state luncheon given by the provincial government, described her first visit as "all too short . . . in this beautiful province".

1958 — And now, Princess Margaret.

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Modern Day Housing Miracle to Pioneer

By DON INGHAM

It is said that nothing is new under the sun, and a drive through some of British Columbia's expensive suburbs or summer resorts would show that taste in houses—for some—has changed little in the last 100 years.

That log house on Mr. Plentymoney's estate, with its shake roof, rambling porch, and stone chimney, could step right out of history and Joe Pioneer would feel right at home.

But not for long.

Joe Pioneer carried water from a well. James Plentymoney turns taps in three bathrooms and a kitchen, and filtered, chlorinated water is delivered to him through copper pipes at 90 pounds pressure.

Hot water? Mrs. Pioneer (who claims SHE carried the water, and NOT her husband) heated it in pails and tubs on the kitchen stove, while Mrs. Plentymoney merely turns the left-hand tap at any hour of the day or night.

Joe Pioneer had to spend a good part of his day cutting wood for fuel, or manhandling coal. The kitchen range was always alight, the kitchen was always warm, and it became the centre of Joe's living. The parlor was little used, since it was hard to heat with the fireplace or ornamental stove, and used up hard-won stove wood.

The Plentymoneys set a thermostat to keep their whole house warm, and are just as comfortable in the back bedroom as in the kitchen or living room. Fuel comes once a month in a big tank truck, and Plentymoney merely pays the bill.

Cleaning Lamp Chimneys Girls' Chore

The Plentymoneys switch on electric lights, but with Joe lighting was not so easy. He bought coal oil or candles, and one of the chores of the little girls of the house was to clean the lamp chimneys every day with newspaper. The fortunate of his day lived close to cities and used gas lighting, but the others cut their evenings short.

Joe's house was drafty and —despite the constant efforts of Mrs. Pioneer and her brood —a little dusty. The Plentymoney's log cabin is insulated, green lawns and cement driveways keep dirt to the minimum, and the odd speck that does invade that house is swooped up either by the furnace air filter or the vacuum cleaner.

Indeed, times, habits, and houses have changed a lot in 100 years, but the changes have been gradual and certainly not general.

The wealthy lived exceedingly comfortable 100 years ago, and there are people in remote areas of British Columbia living today exactly as Joe and his wife toughed it out in the year 1858. But in between the extremes is Mr. Average Man, and he has improved his lot no end.

The Victoria house of 90 to 100 years ago was built of sawn boards on a rock foundation, had cedar shingles on the roof, window glass, and quite adequate builders' hardware. Most of the material, even to the lumber, was shipped from San Francisco.

It was heated in the fashion of Joe Pioneer's little cabin, and generally was of rather plain exterior. The gingerbread curlicues beloved of the age — the "Victorian" era — turned up in the 1860s, but were not in general use for another 15 or 20 years.

Probably no room in the house has changed so much in 100 years as the kitchen. The housewife of 100 years ago, if she was not wealthy enough to afford a maid, was a slave to her work, and the kitchen was her prison.

It was big. The range needed constant stoking. The light was bad. Food was bought in bulk, and required hours of preparation. Water had to be carried. Truly, a woman's work was never done.

But things gradually improved. Water was first piped in Victoria in 1862 from Spring Ridge, thus giving cold water at a sink, right inside the house! Gradually the system and fixtures improved to permit hot water heating, and another of the great chores was lifted from the housewife.

Big Improvements

The gas stove and gas hot water heater were in use by 1894, and the first brave souls undertook to cook by electricity on the first brave attempt at designing an electric stove.

The 1920s saw the refrigerator and washing machine coming into common use, and each gave back its share of time to the housewife, and 10 years later the miniature radio came along to brighten the reduced hours being spent in kitchen craft.

Frozen food techniques and a wealth of electrical equipment now permit the housewife to whip up a four-course, delectable meal in 20 minutes. She has time to burn, and what has she done with it? Taken a job, but unlike her counterpart of 100 years ago, she enjoys it, and gets paid for it. She, more than her husband, has much to be thankful for as a result of the last 100 years.

Inside were high ceilings, drafts, rooms jammed with dust-catching furniture, little islands of heat and great reaches of cold, but what about the outside of the house?

NOW . . . A row of typically modern Victoria homes.

Victoria has them from all ages, from the stately and tasteful Helmcken House to the handsome but functional modern bungalow.

About the time the city was born there was a Gothic revival, with steep roofs, clustered chimneys, octagonal towers, and wooden gingerbread that reached its peak of utterly horrid taste in the end of the Victorian era.

By the turn of the century population were growing, greedy cities were selling lots with room for a cabin, and prefabricated houses arrived on the scene. For $100 one could buy Design A of the "settlers' Series Ready-Made-houses," that provided 144 feet of living space—in other words it measured 12 feet by 12 feet.

Pinnacle of good house design, which calls for the house to be comfortable, easy to build, easy to live in and to maintain, and to look exactly right in its environment, is what is called the West Coast Contemporary.

It first appeared just prior to the Second World War, and has been developed greatly since. It appears in many forms, but makes a genuine effort at harmonious co-ordination of household functions and outdoor activities, multiple use of space, planned simplicity in materials, and intelligent use of materials and techniques.

In the use of materials it is not far away from Joe Pioneer's house of 100 years before. Sometimes Joe had a good eye, and unconsciously produced a home with delightful proportions that would look as charming today as it did a century ago. Certainly what is considered the best for B.C. today—a warm house that actually enhances its surroundings—has firm roots in the first home Joe built for his courageous young bride when they arrived together in British Columbia in 1858.

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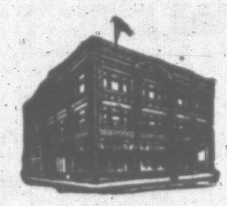

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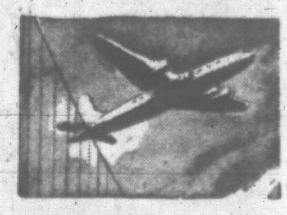

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Water holds the key to British Columbia's future industrial greatness.

For water can provide the cheap primary power needed in the development of any country and in this regard, British Columbia—a land of snow-shrouded mountains, crystal clear lakes and rushing rivers—has a vast potential of undeveloped power from its water sources.

Despite a tremendous increase in hydro development since the end of the Second World War, B.C. is entering its second century with the surface of its power resources scarcely scratched.

Today, slightly less than 3,000,000 horsepower is generated by hydro electric plants throughout the province — sufficient for present needs but only about a quarter of the power that must be available by 1975 if the industrial expansion of the province increases, as expected, during the next 17 years.

Surveys of all major waterways indicate there is an additional power potential of 25,211,000 horsepower waiting to be developed and this estimate is bound to be revised upwards as years go by.

As recently as last year official estimates had discounted the chance of harnessing the waters of the mighty Peace River but since then detailed studies by the Wenner-Gren interests have shown that the Peace can be developed economically to provide some 4,000,000 horsepower.

Hydro Power First Used 110 Years Ago

Utilization of water power began in B.C. almost 110 years ago when the Hudson's Bay Company built a sawmill on Mill Stream at Parson's Bridge at the head of Esquimalt Harbor. A millwright, brought from England to install the plant, succumbed to gold fever and left for California before he had finished the task. Another man, hired in England, selected grist mill machinery and brought it with him to the Crown Colony of Vancouver Island. A five-horsepower overshot wheel commenced sawing lumber on November 18, 1848.

Another 50 years was to pass before the first hydro-electric plants were built in B.C.

Historians differ as to which plant was the first among the several which went into operation just before the turn of the century. There was the small hydro-electric plant which gave light to the now-destroyed town of Sandon—a big mining centre during the boom in the Slocan area. About the same time the Nelson Electric Light Company put in a small, 75-horsepower plant at Nelson, while, 45 miles away, at Kaslo, the Kootenay Electric Company built a timber crib diversion dam on Kaslo Creek and put in a 250-horsepower horizontal turbine.

Served Smelter

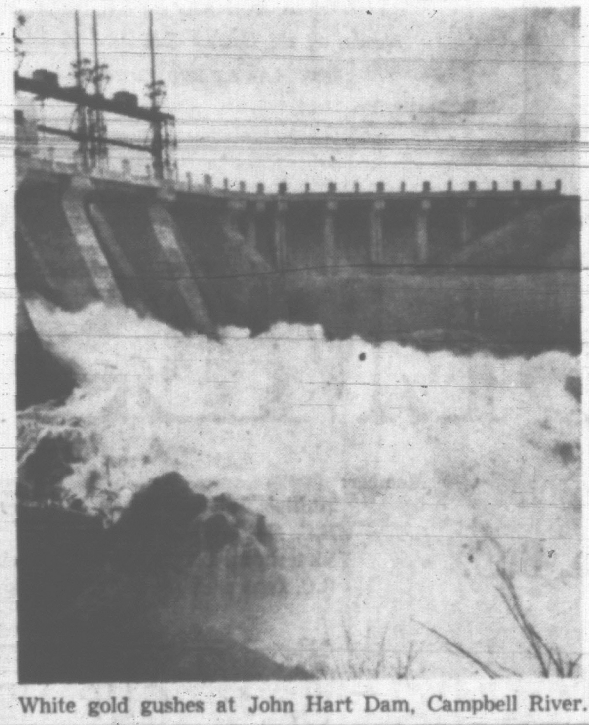
One thing is certain, however. The Kootenays had the first hydro electric plant in B.C. to generate more than 1,000 horsepower when the Lower Bonnington Falls plant of the West Kootenay Power and Light Company went into operation in 1897.

Built by an enterprising youngster, Lorne Campbell, who was only 22 at the time, the plant served the smelter erected on the banks of the Columbia two years earlier. Today, 60 years later, four dams and generating stations develop 329,000 horsepower from a total head of 365 feet.

In the same year the B.C. Electric Company was formed and among the first plans undertaken was the construction of a hydro plant at Goldstream to supplement earlier steam generation.

The plant, which was built on the Goldstream River, comprised two Pelton impulse water wheels connected to two 360-kilowatt generators. Storage works consisted of three dams for storage basins and a balancing reservoir while a penstock, 28 inches in diameter and 8,000 feet long, provided a static head of 700 feet. Another generator of 500-kilowatt capacity was added in 1903 and still another, of 1,000 kilowatt capacity the following year.

Vancouver, was a little behind Victoria but in 1903 the Coquitlam-Buntzen plant, not far from Burrard Inlet, began producing power.



White gold gushes at John Hart Dam, Campbell River.

From the turn of the century onwards, especially in early years, the story of the growth of hydro-electric power becomes one of plants, large and small, springing up everywhere throughout the province.

One of the most remarkable developments at the time was the Puntledge River hydro plant built by Canadian Collieries Ltd., between 1911 and 1913 to replace individual steam units at pitheads supplying power for mining with an electrical system supplied from a central hydro-electric station.

The big Stave Lake development by the Western Canada Power Company was put into service in 1909, the B.C. Electric completed its Jordan River plant on the west coast of Vancouver Island in 1912, Kamloops had its first hydro power from the Barriere River in 1915, and Prince Rupert had already developed power at Woodworth Lake.

Terrific Demand

With the establishment and growth of industries in B.C. came the need and demand for power development on an ever-increasing scale. From 1910 to 1920 the amount of developed horsepower rose from 65,000 to 310,000, during the next 10 years the figure had more than doubled to 630,000 horsepower and, despite the depression years, had risen to 789,000 horsepower in 1941.

Rapid growth in population and in the demand for electricity are reflected in recent additions to the hydro-electric power in the province. Largest growth has taken place since the end of the war with installed capacities of 2,623,745 horsepower in 1956, three times as great as the 864,024 horsepower in 1945.

Huge Development

In the documentary submission to the Royal Commission on Canada's economic prospects in 1956, the provincial government predicted that by 1975 more than half of the province's hydro-electric potential will be utilized. This represents almost 500 per cent of today's development.

Backing up this predicted increase is the continued expansion of the two big utilities distributing power — the government-owned B.C. Power Commission and the privately-operated B.C. Electric Company. The B.C. Electric is planning to double it's 1955 installed capacity by 1961 and the power commission in 1956 expected to triple present requirements by 1961.

Where will this power come from?

By far the largest power plant in the province today is the 750,000-horsepower development at Kemano which supplies the electricity for the Aluminum Company of Canada's smelter at Kitimat.

The B.C. Electric, which supplies electricity to the highly-populated Victoria and Vancouver areas, as well as selling large blocks to B.C. industries, has almost reached the 1,000,000-horsepower stage in its production—almost four times the 253,000-horsepower produced by the company in 1945.

The company gets 248,000 horsepower from its Bridge River No. 1 plant, another 190,000 from Cheakamus, 82,000 from Wahlech, 58,000 from Seton, 70,000 from Buntzen No. 1, 40,000 from Clowhom and 30,000 from La Joie.

And, the company estimates that in the next 20 years or so it must develop another 9,380,000 horsepower of electrical energy.

The projected Bridge River No. 2 plant, due to be completed in late 1959, will provide an additional 328,000 horsepower, raising the overall total of the project to 601,000 horsepower.

The B.C. Power Commission, a Crown corporation owned by the people of B.C., was established in 1945 and since then it has been providing power to the less densely populated but, no less important, areas of the province.

In its first year of operation the commission had 13,270 customers while today it is serving over 75,000 consumers in 212 communities throughout the province.

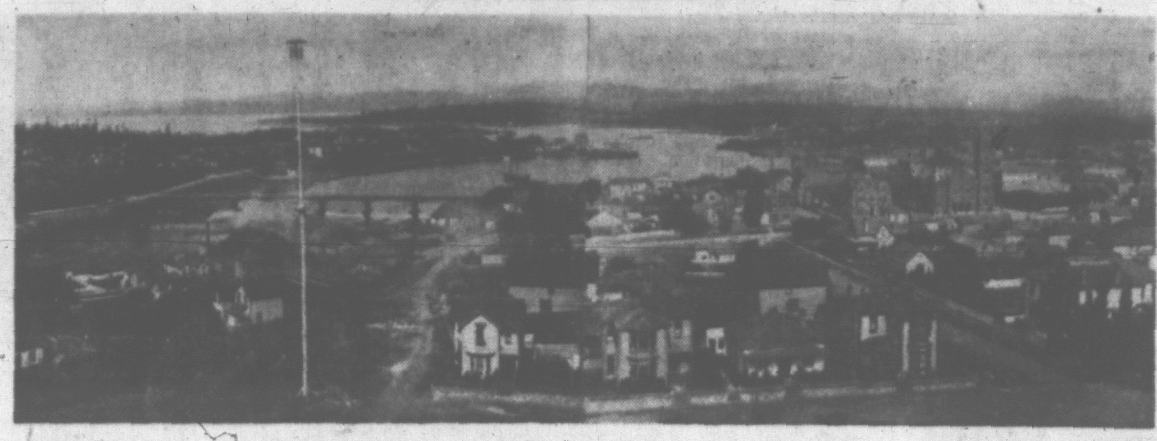
Its biggest operation is on Vancouver Island where the John Hart plant at Campbell River has an installed capacity of 168,000 horsepower.

There is the Columbia River, snarled in international negotiations over downstream benefits, and the Peace River—neither of which have a fish problem preventing development. The Columbia has six sites on the Canadian side where hydro plants could be built to provide a total of 3,300,000 horsepower and the Peace is expected to provide about 4,000,000 horsepower.

Salmon Question

But, nearly every other source of hydro power in the province has been hindered in development by the salmon question.

The Fraser River, one of the world's greatest potentials as far as power is concerned, has a potential of 7,100,000 horsepower; the Yukon-Taku, 4,900,000, the Stikine, 2,000,000, Homathko-Chilko, 1,000,000, the Nass, 353,000, Quesnel, 309,000, Skeena, 291,000, Vancouver Island, 228,000, Dean-Klinaklini, 166,000, Okanagan-Similkameen and Kettle, 34,000, which makes a grand total of 25,211,000 horsepower for the province.



First Electrical Street Light in Victoria

In 1883 the City Council had erected three tall masts on which they placed the first electric lights west of Ontario. The mast shown above was at the corner of Blanshard and Burdett, on the site of the present B.C. Power Commission's head office. The other lights, each of "50,000 candles," were erected at the corner of Blanshard and Chatham and Yates and Government. Today Victoria has 3,441 street lighting units, including the famous cluster lights.

Moon Came, Lights Out; Early Citizens Shocked

Victoria had the first electric lighting service on a utility basis anywhere in Western Canada when the late Robert Burns McMicking agreed to supply the city with three street lights in 1883.

In December of that year the lights were turned on and for more than a month were the talk of the town. Then one night the lights flickered out, which resulted in the following item appearing in the paper next day:

"Victoria was plunged into darkness last night when the dynamos which run the local plant were turned off by Mr. McMicking. A reporter was sent down to the pound office where the dynamos are situated and asked the reason for the sudden closing down. Mr. McMicking replied the moon was up and, therefore, no electric light was necessary.'

Apparently Mr. McMicking did not believe in wasting taxpayers' money when there was plenty of free moonlight for the asking.

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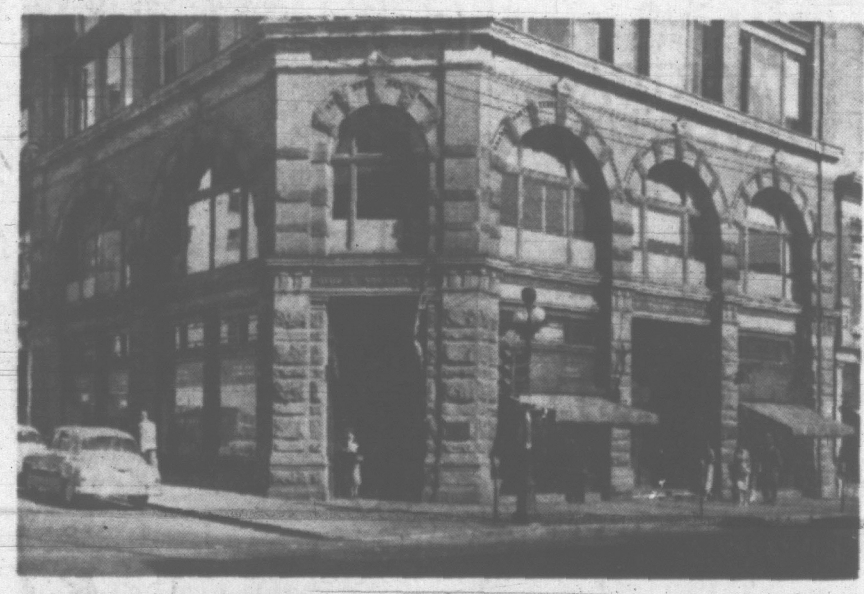

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Victoria, British Columbia

95 YEARS IN THE SAME LOCATION

RECORD OF LOCAL FIRM

Victoria's oldest real estate company, located at the corner of Government and Broughton Streets continuously since 1863, is The British Columbia Land & Investment Agency Limited.

The most important and successful real estate agency in the 100-year history of British Columbia has been the British Columbia Land & Investment Agency, Limited, with offices at the corner of Government and Broughton Streets. It was established in 1863 and since that time has owned or controlled millions of acres of land in city and country.

Its success has been largely due to the fine leadership given by the men who have directed its affairs in Victoria, in the interests of the Directors who have their headquarters in London, England.

In recent times the names of A. R. Wolfenden and R. H. Shanks, former managers, and Denis G. J. Humphries, present manager, are well known to Victoria. Today, with Mr. Shanks as president of the parent Board of Directors, the company is now directed by a group of young astute business men who form the Local Board. These include Mr. Humphries as Chairman; Cuyler H. Shanks, Manager of Securities and Credit Finance Departments; W. O. Cameron, Manager of the Real Estate Department, and Mr. R. H. Shanks, with Hubert B. Smith as secretary.

In keeping with the Company's new aggressive policy, the old office has been renovated at considerable cost. On a recent visit from London, Directors of the Company were vitally impressed by the terrific potential of not only Victoria, but also the Mainland of British Columbia, that they decided upon expansion plans. These included the modernizing of the Victoria office and the establishment of branches in Vancouver and North Vancouver.

Time has a habit of erasing the records and accomplishments of companies from the minds of citizens so it might be of interest to recall that the B.C. Land & Investment Agency Limited has taken a prominent part in the life of British Columbia. While its main purpose was the handling of real estate, it has also been involved in the retail meat business, ownership of hotels and saloons, the biggest ranch on the continent and the support of worthwhile charitable organizations for almost a century.

When Thomas Dixon Galpin of London, England, became the first Managing Director of the Company his main object was to develop it as a financial concern. It gradually expanded into the banking business, taking deposits at a guaranteed interest rate and owning and operating the London & Canadian Fire Insurance Company and the Western Canadian Ranching Company.

The well-known Gang Ranch in the Cariboo District along with several small ranches, were part of this ranching company which ran 12,000 cattle over approximately one and a half million acres, which made the company the largest holder of ranch land in North America.

While in the ranching business the company had to have outlets for its beef, and went into the retail meat business, an abattoir was erected at Eburne for the slaughter of cattle to supply the stores in Victoria and Vancouver.

The cattle for Victoria were shipped to Cattle Point, at Oak Bay, and were driven along the waterfront, north to a slaughter-house at Ten Mile Point, or west along Dallas Road to the outer wharfs, from whence they were shipped live to foreign ports.

The Victoria store was at the corner of Yates and Government Streets, on the site of the Poodle Dog Restaurant, and was known as the B.C. Meat Market. It was the most prominent and best patronized butcher shop in Victoria. At Christmas time, it was one of the sights of the city as the butchers arranged their meats in a most decorative manner.

However, it was in the real estate business that the B.C. Land & Investment Agency was primarily interested. In view of the fact it was one of the biggest agencies in the Province it is only natural that it handled a tremendous mortgage business. This, of course, proved profitable in good times, but it almost swamped the company in bad times, when huge blocks of properties came back on its hands. This was particularly true after the collapse of the real estate boom in 1894. The company suffered along with the citizens and it led many properties to revert to the city due to the inadvisability of paying taxes and upkeep on properties producing no income.

The B.C. Land & Investment Agency Limited came into possession of properties which they subsequently discovered had unusual commitments. For instance, bar licences went with the land at one time and the company was forced into the liquor as well as the hotel business.

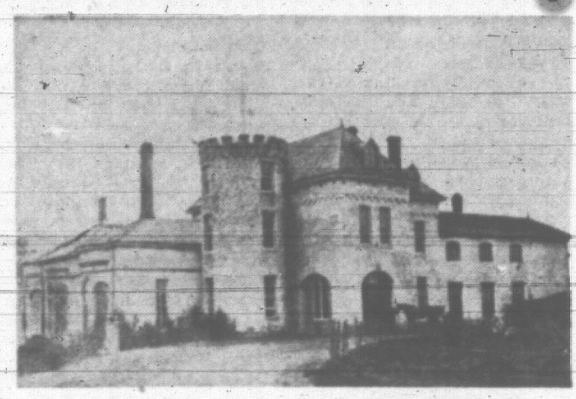
One of the well-known hotels which this company owned and operated and which will be recalled by old-timers, was the fashionable Dallas Hotel, situated on Dallas Road. This was torn down 20 years ago and the site used as the parking lot for the Victoria Machinery Depot during the last war.

Probably the most famous saloon of some 65 that dotted early Victoria streets, was the Brown Jug, at the corner of Fort and Government Streets, where the Quest Shop now operates. This was later moved next door into property owned by the B.C. Land & Investment Agency Limited. You poured your own drinks in the Brown Jug on a mahogany bar that was 50 feet long, the longest in the Pacific Northwest. You could also make up a sandwich from either a huge roast of beef or a big ham without charge. Other hotels operated by the company were the Cliff House, King Edward, Occidental, Strand and Globe. The Cliff House was a type of roadhouse situated on Dallas Road between Moss and Howe Streets. It had a hitching post outside and was across the street from the Rifle Range, with the butts at the tip of Clover Point. The marksmen, when dry from the summer sun, slipped across the road to the Cliff House to quench their thirst.

The B.C. Land & Investment Agency Limited has always done a big "land office business." Most people living in Greater Victoria today are living on land that at one time or another was handled by the company.

For instance, the company were agents for the McTavish Estate, which included most of James Bay District, and the Douglas Estate, which comprised most of Fairfield. The Douglas Estate was made up of 500 acres and it extended from Heywood Avenue to Ross Bay Cemetery and from Rockland Avenue to Dallas Road.

When Victoria showed signs of blossoming out in 1903, the company arranged to hold a gigantic auction in May of that year and dispose of some of the land. Just before the sale, the auctioneer, Mr. Joshua Davies, died and the auction was never held.

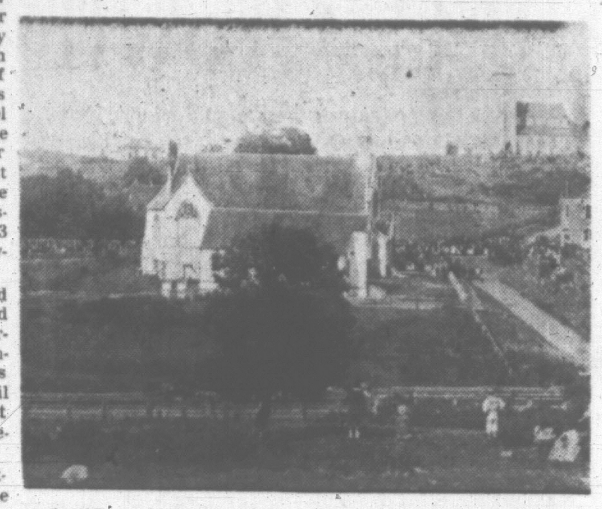


Three years later, when there was further evidence of a boom being in the offing, the B.C. Land subdivided the Douglas property and began selling acre lots for $400.00, with a down payment of $10.00 and the balance $10.00 monthly with interest at 4 per cent. By 1912 land values had increased so much that lots in this area, which had been cut into sizes of 60 feet by 120 feet, were sold for $5,000.00.

A fact little known is that the large area on which Government House has stood for many years, was owned by the Douglas Estate which received a rental of $24.25 half yearly. One of the incumbents of Government House, Colonel Cary, after whom Cary Castle took its name, held a 99-year lease on the property, and it was not until 1921 that the B.C. Land negotiated a transfer of the property of 33 acres to the Provincial Government.

A similar situation existed in regard to the Reformed Episcopal Church at the corner of Humboldt and Blanshard Streets. This land was also held on a long lease until the B.C. Land transferred it to the church in 1928 on behalf of the Douglas Estate.

The B.C. Land & Investment Agency, Limited, in the last few years has been in the public eye through its promotion of new subdivisions in the Lansdowne area. In Februrary, 1932, they were appointed Land Agents for Hudson's Bay Company and since then they have disposed of approximately 2,000 acres in the Gorge, Esquimalt, Colwood, Saanich and Oak Bay areas. In the latter area they first sold the lots in "Lansdowne Heights," leading north from the old Willows Fairgrounds, and formerly Chinese gardens. When this was completely built upon, the company opened up new areas in "Lansdowne Park," north of Lansdowne Road, and are presently subdividing these 250 acres. Thus far a total of 430 lots have been sold in the Lansdowne area and they have been laid out in a most scientific and attractive manner regardless of cost.



On the mainland, the company, in addition to its vast ranch land holdings, possessed large areas of Vancouver City, Luiu Island, Sea Island, Chilliwack, Matsqui Prairie and other small towns.

At one time, the company owned or controlled one-half of the Victoria area and was deeply involved in the real estate business on the mainland and has made an important contribution in the developments in the urban areas of this province.

In 1898, The B.C. Land & Investment Agency Limited was appointed Vancouver Island agents for the Phoenix Assurance Company of London, England, and it still represents, this well-known company as one of its Island agents. ***

The B.C. Land & Investment Agency has been an agent of The Phoenix Assurance Company Ltd. of London, England, for over 60 years. The "Phoenix", which this year is celebrating 154 years of providing protection to Canadians is proud of its association with this Victoria firm which has given 95 years of continuous service to Victorians.

Phoenix Assurance Company Limited

R. D. Lauder, Manager, Victoria Office

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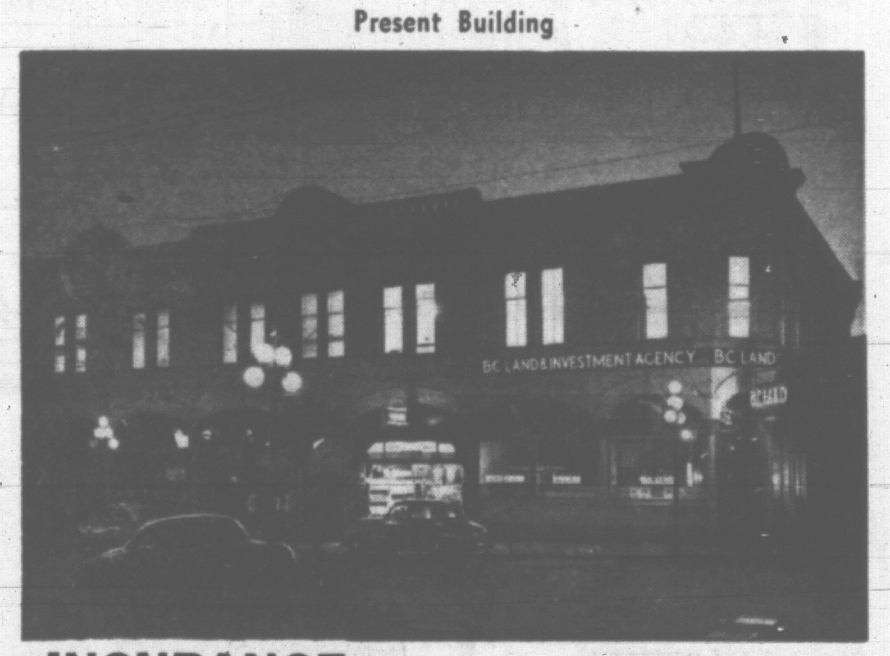
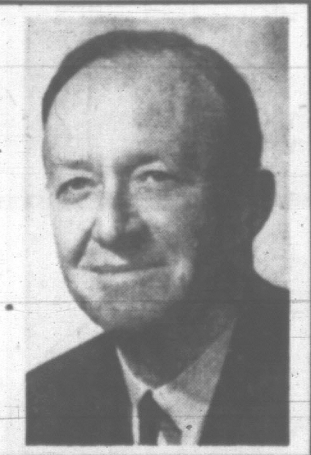


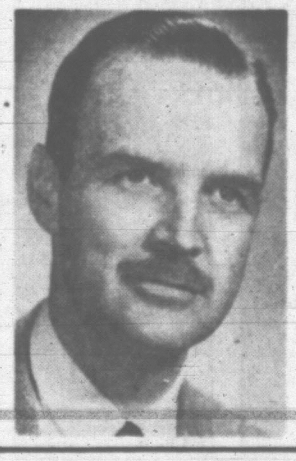
R. H. SHANKS
President

Mr. Shanks, the company president, is now serving his 54th consecutive year with the company in Victoria.



DENIS G. J. HUMPHRIES
Manager

Mr. Humphries, the manager of the company, is now serving his 28th consecutive year with the company.



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GOLD NOT ONLY FACTOR

Coal Played Big Part In B.C. Growth

British Columbia was born amid a mining boom.

More than any other industry, mining has contributed most to the spread of settlement, the growth of local industry and the knowledge of B.C.'s geography and natural resources.

The discovery of gold led to the extension of the Colonial government powers beyond the confines of Vancouver Island, it was the discovery of coal that brought the first industrial workers to this province and it was the discovery of gold on the Fraser River a century ago that resulted in the birth of B.C.

These discoveries created the need for roads and railway routes throughout the province, led to the establishment of scores of cities and towns and brought thousands of people to the Pacific Coast.

In the early days it was the prospector with pick and shovel, combing the province looking for rich ores who sparked the development of the mining industry. Today prospecting still goes on, but the pick and shovel have been replaced by diamond drills, instruments, and accurate maps.

The first mining operation in what is now British Columbia occurred in 1836 on the northeast coast of Vancouver Island near Beaver Harbor where the Indians had led the Hudson's Bay Company officers to outcroppings of coal on the beach.

The mining methods were indeed primitive. Coal was chopped by adazes and axes although a report in 1846 stated that the Indians managed to hew out more than 90 tons in a few days by this method. In that year, the British naval vessel Cormorant took in 62 tons of coal in three days, simply by lowering a tub from the foreyard and having it filled time and time again by the Indians who brought the coal out to the ship in their canoes.

Coal Bought for Next to Nothing

Cost of this coal, including gifts to the Indian chiefs, was less than four shillings a ton.

Three years later, in 1849, Fort Rupert came into existence—being the first community ever to be established in B.C. for the purpose of exploiting mineral resources.

Governor James Douglas stated: "We propose, by forming and establishment in that quarter, to open a new branch of trade, by working these beds and supplying the rapidly increasing demand for coal on this coast . . . a body of miners are coming out from England . . . under whose directions the coal works are to be carried on."

Within two years, however, a much better grade of coal was discovered about 200 miles to the south, in what is now Nanaimo Harbor. Another fort was established and the white miners were transferred to the new mines at Fort Nanaimo.

The first shipment of 480 barrels was made in Sept., 1852 and some six months later the first shipment was sent to San Francisco where it sold for $28 a ton.

In the next few years the emphasis on mining was on gold—first in the Queen Charlottes, then on the Columbia and Thompson Rivers but gold mining did not assume important proportions until the rush on the Fraser early in 1858. The story of gold is told elsewhere in these pages.

The eight years of intense gold rush activity had carried the colony of B.C. along on a gradually diminishing crest of enthusiasm but nevertheless coal mining was flourishing at Nanaimo. The market was increasing as the costal shipping expanded.

Production was heavy. In 1874 some 81,000 tons of the coal were produced, in 1879 this had increased to 241,000 tons and by 1887 it had reached a staggering 413,000 tons.

New Developments Awaited Railway

The population of the province was steadily growing but further real progress and expansion of the economy was to await two things—the coming of the transcontinental railroad and shortly afterward, the development of the Kootenay and Boundary districts lode mines and the Crow's Nest Pass coal fields.

In the last decade of the 19th century transportation and lode mining were largely mutually dependent investments. Without a railway mining could not develop past the stage of shipping high grade ores that could withstand the cost of more primitive methods of haulage. It was difficult to get heavy machinery to the mine sites. On the other hand railroad construction was decidedly unprofitable until there were sufficient quantities of material available for shipment.

Once again it was the lonely prospector with his pick, shovel and a little dynamite on foot, by boat, or with his pack animal, who led the way to a new development boom.

Silver Discovered

In 1887 two brothers named Hall made their way along the west arm of Kootenay Lake and while engaged in prospecting stumbled on a lode of silver-bearing ore. This became the Silver King mine from which, two years later, a 40-ton shipment produced 11,900 ounces of silver.

News of this discovery brought many miners to the area and with the spreading of this excitement the city of Nelson was born, not only as a mining centre but also as a distributing point for the surrounding area.

With increased transportation facilities, population began pouring into the Kootenays and the mountains in the area broke out in a rash of mines, principally silver-lead producers.

By the beginning of 1892 there were more than 140 claims in the Slocan area and although many were narrow veins their high silver content and the prevailing price for the metal made them profitable ventures for a short time. Mining camps and villages sprang into existence and names such as Three Forks, Kaslo, Slocan, Sandon, New Denver and Nakusp came into being overnight.

With the discovery and development of more mines in the Arrow Lakes area came the establishment of the Trail smelter built by Augustus Heintze who owned smelters in Montana.

There was no lack of market for the products of the Crow's Nest Pass mines as the mining boom created a constantly increasing demand for coke, not only in the Kootenay and Boundary smelters but also at those in Montana and Washington.

Between 1900 and 1905 the Crow's Nest Pass Coal Company paid out early $1,500,000 in dividends.

Another coal producing area that shot into prominence before 1900 was the Comox Mines at Cumberland, developed in 1888 by Robert Dunsmuir. These mines were the first in the province to produce coke. Prior to 1898 the Nanaimo-Wellington field and the Comox deposits were the only coal producing areas in B.C. and even after mining began in the Crow's Nest Pass they continued to thrive.

The period up to 1900 was one of intense mining activity in B.C. and the number of lode-metal mines shipping ore continued to increase during the first years of this century. This was followed by a brief period of decline in the number of shipping mines but this did not adversely affect production as these mines continue to increase tonnage.

Under the stimulus of war, both tonnages and the number of mines shipping ore increased and by 1929 the total mineral production of B.C. including coal was valued at more than $68,000,000—a figure not to be exceeded in the next eight years.

Several important mines came into production during the first two decades of this century, one of the principal being the Britannia copper mine on Howe Sound.

The depression, which curtailed activity in the base metals industry, actually stimulated the search for gold, due to its increased price and during the otherwise depressed years of the 1930's a good deal of gold mining development was carried on.

In recent years mining has had its ups and downs but continues, as always to play a big part in B.C.'s economy. This province is the only one in Canada producing antimony, indium and tin and her lead production is approximately 80 per cent of the Canadian total.

Although many of the mines in B.C. are relatively small operations, the Sullivan mine at Kimberley has for many years been one of the world's most important sources of lead and zinc. The smelter at Trail, originally built to treat gold-copper ores from Rossland, is now one of the leading lead and zinc smelters in the world.

Last year, decreased prices together with instabilities in foreign markets resulted in a decline in the value of mineral production from $190,000,000 in 1956 to $167,000,000.

Statistics showed declines in the output of coal, copper, lead, silver and zinc although increases were noted in iron ore and gold over the previous year.

REAL HORSEPOWER . . . HAULING ORE FROM MINES IN THE OLD DAYS.

Many Miners Lost Lives Getting Coal

Disasters dot the history of mining on Vancouver Island.

The grim record starts on April 17, 1879, at Wellington, when an explosion killed 12 men working underground.

This was followed, in 1884, again at Wellington, when another gas blast killed 23.

The Island's worst mining tragedy occurred at No. 1 Mine, Nanaimo, May 3, 1887, leaving 46 widows and 126 orphans.

Cause was an explosion that blew up the framework over the shaft and started a terrific fire in the mine itself where 149 miners and one would-be rescuer perished.

February 15, 1901, disaster struck again at Cumberland when four men were entombed 800 feet below the surface after a gas blast.

Oldtimers living in Extension, now a sawmill town, still remember Oct. 5, 1909, when 32 miners were killed in an explosion.

Six years later, the Wellington district was again saddened by the loss of 19 men.

In September, 1918, the hoisting cable on a cage carrying 16 men to the surface at Protection Island snapped and the safety catches failed to work. The 16 men plunged 560 feet to their death.

At Comox No. 4 mine an explosion on August 20, 1922, killed 28 miners, and another blast at the same scene, in February, 1923, took the lives of another 33 men.

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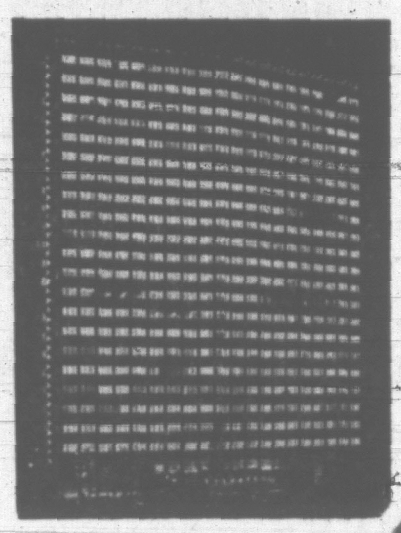
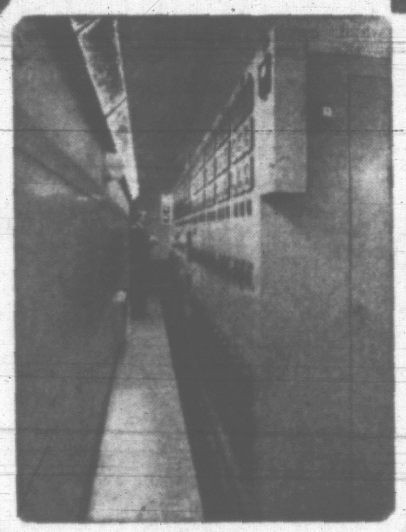


MORE POWER TO THE WEST



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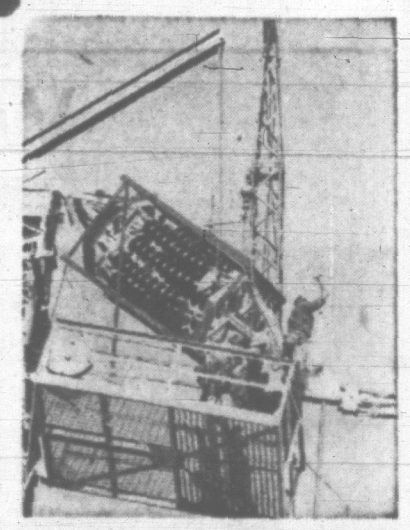

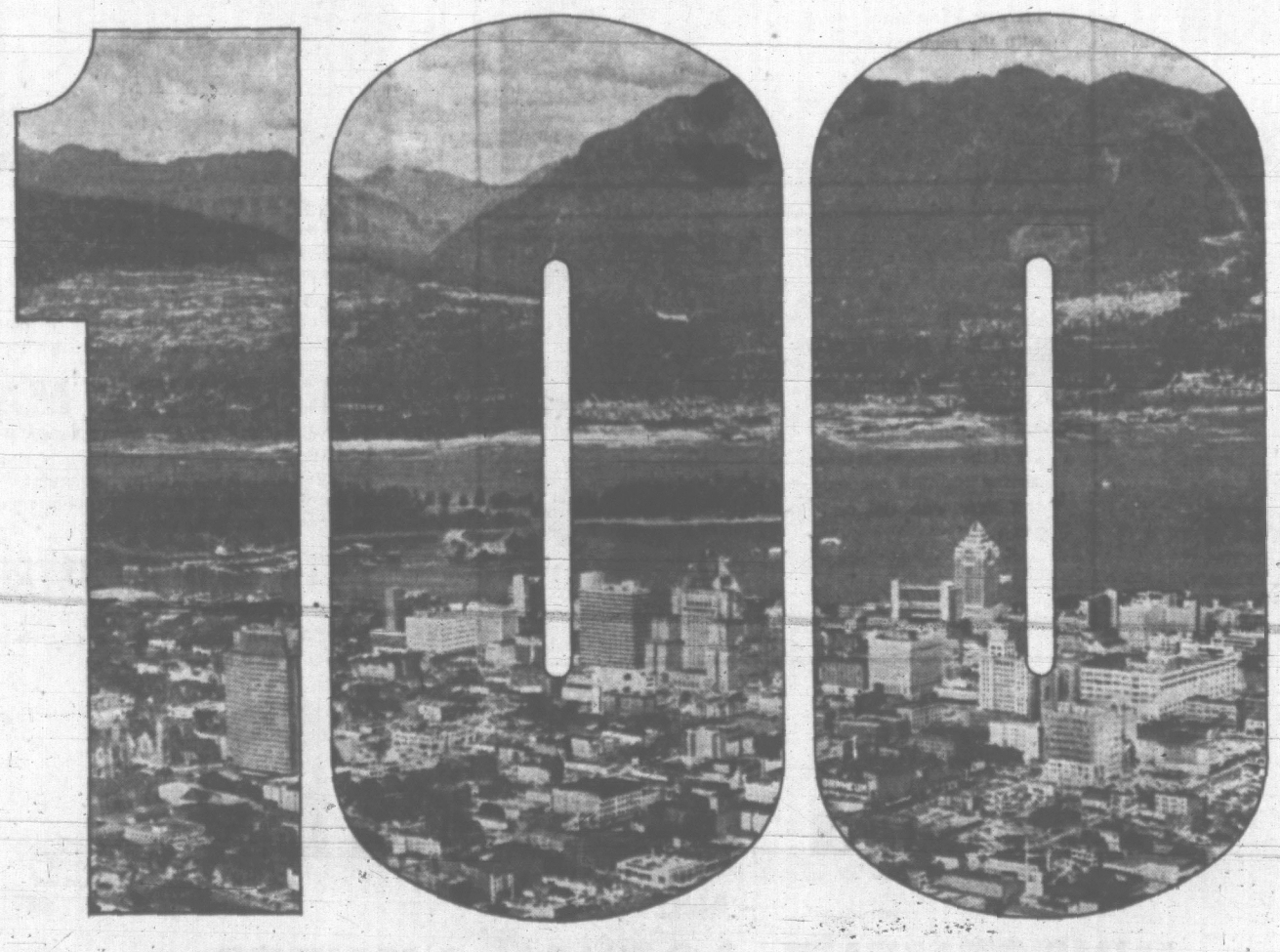

BRITISH COLUMBIA CENTENNIAL YEAR 1958

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—Photo by Robert Fort

Victoria's Centennial Year Council

Mayor Percy B. Scurrah, wearing his chain of office, is shown with his 1958 aldermen. Front row, left to right: Alderman G. I. Edgelow, Alderman Arthur Dowell, Mayor Scurrah, Alderman M. H. Mooney, and Alderman Austin I. Curtis. Back row, Alderman Mrs. Lily Wilson, Alderman Elmer McEwen, Alderman Hugh Ramsay, and Alderman D. J. Proudfoot. Victoria was incorporated in 1862. In another four years Victoria will celebrate its centenary.

No Taxes, No Services, Made Residents Organize

By PETER LOUDON

You might say B.C.'s municipal government originated in a cloud of dust.

The dust was a source of concern to merchants and residents whenever a team of horses drew a wagon over the dry, rutted streets of Victoria 100 years ago.

The people didn't petition city hall. There was no city hall. And there was no civic authority to order a street watered, repaired, lighted or traffic directed.

Our system of municipal government evolved as the land filled with people. The people felt a need for services which they had no time to provide individually.

The governor of the colony was too concerned with more vital matters—keeping peace with the Indians, protecting and levying licence fees on the hordes of gold seekers, and defining international boundaries.

The only other authority in the colonies was the Royal Navy.

Some of the services—construction of sidewalks or hanging of a lantern—were undertaken by individuals as a business venture, outside their own shops to encourage trade.

A letter-writer to the Victoria Gazette, July 17, 1858, proposed there would be a ready income for the person who would draw a leaking water cask through the streets on a wagon and lay the dust, suggesting services by contract to those willing to pay.

THOMAS HARRIS
First mayor of Victoria. He was elected in 1862.

Popular to Join Fire Brigade

Sometimes local residents would volunteer their services to the community—as in the case of fire-fighting. Everyone would pitch in. In New Westminster, the Indian squaws would form a bucket brigade. Eventually, both Victoria and New Westminster men formed volunteer fire companies, decked themselves in red shirts and brought pump engines from San Francisco. It was fashionable to belong.

Some services were left to the colonial government. Before Vancouver Island became a colony in 1849, the Hudson's Bay Company was responsible for community developments. But the company's job was trading for fur. Beyond the confines of Fort Victoria, and similar installations, the company did little for the community.

Both the company and the colonial government provided roads in various places, and wharves. But, when the advance guard of the tens of thousands of gold-seekers who were to invade the Island and Mainland in the next few years, began to arrive, services to the populace were almost unknown.

Victoria was the first major settlement in what was to be B.C., although the second to incorporate in 1862. The history of local development started soon after James Douglas built Fort Victoria.

The company brought settlers and acted as overseer while the first streets were laid out, outside the fort.

By 1857 there were only a few hundred residents. But in 1858 a city of canvas sprang up to accommodate miners, merchants, jobbers and speculators. The Hudson's Bay Company lease on the Island ran until 1859, and although Governor Douglas represented the rule of Britain, it was the company which made itself responsible for law and order until that time.

If the Indians stole and ate company horses—which they did when Dobbin strayed too close to the forests—the company directed the punishment. All land was bought from the company.

Even when the colonial government appointed Augustus Pemberton as commissioner of police and John Bayley, superintendent of police, in 1858, provision of services by the government wasn't sufficient to satisfy all the people who came into the land. In Victoria, the very seat of government, rowdies freed a drunken prisoner from a sheriff on Aug. 3, 1858, and Douglas had to send for sailors and marines to restore order.

But there were no police, and no coroner, at hand when untold numbers died at the hands of Indians or in the flooding Fraser, as the gold rush got under way.

New Westminster was originally laid out by Col. Richard Moody and his Royal Engineers under direction of colonial officials. As the population expanded, lands were sold for settlement by the Crown. Tenders were called for road construction but, as there were no tenders submitted, it was necessary to employ the troops.

As a result, residents petitioned the colonial government for incorporation. This was granted July 16, 1860, and the municipal council became responsible for all civic improvement.

For purposes of incorporation, the city was divided into four wards. Wards One and Four each elected one councillor, Ward Two had three and Ward Three two. In order to vote a man had to hold property in one of the wards.

Candidates for election had to be British subjects, over 21, and had to own land of £50 value or over.

No minister, sheriff or sheriff's officer could be a candidate. Elected officials held office for one year. They were required to resign if involved in any private contract with the municipality.

Council Picks Head

Following the elections, Aug. 7, 1860, a president was elected by the councillors, from the council.

The council was to meet four times a year. It had jurisdiction over sanitation, regulation of markets, fire prevention, prevention and removal of nuisances, and regulation over introduction of diseased and unhealthy meat.

The first council had authority to use general revenues for construction of streets, drains and sewers.

Taxes were levied on town lots and buildings, excepting government property, a rule which has survived until today, although the federal government pays a grant in lieu of taxes.

The incorporation provided that taxes should not be in excess of £2 on a property valuation of £100, unless a heavier tax was approved by a public vote.

The council had the right to order landowners to clear their land because treed areas were a fire hazard. If the owner didn't act, the municipality could do the work and charge the owner, if necessary appropriating and selling the land.

Low Bidders Balk

The first difficulty experienced was in the letting of contracts for opening of streets. It was a common practice for low bidders to refuse a job after the contract was awarded.

Finally a regulation was passed which required that each tender be accompanied by the name of a responsible citizen who guaranteed the contract would be completed. A surety of £50 had to accompany each tender of under £500 or 10 per cent of each contract in excess of that figure. A similar regulation is still in existence.

The first board of health was established in New Westminster in 1863.

New Westminster council took over the fire department in 1861.

The council agreed to a suggestion by Governor Seymour which set up a public library known as the B.C. Institute. It was a co-operative venture with the government. Most of the first books were donated by the Royal Engineers—cherished volumes which they had brought with them from England. Membership cost $1 per month, $5 a year, or $50 for life. It opened Aug. 5, 1865.

In 1868 the government dropped out of the library authority, and management passed to a board of nine members, three chosen from the council.

Nanaimo wasn't incorporated until 1874, but prior to this time the residents furnished a volunteer fire brigade and a rifle brigade, as a protection against the Haidas.

Besides land taxes, the first municipalities were provided with authority to levy a trade licence. The first trade licence act was passed in 1860.

A barrister, solicitor or attorney paid £10. So did auctioneers, estate agents. Bankers paid £50. A billiard parlor was taxed £5 per table, and a bowling alley £2 10s an alley. Most other merchants had their rate set according to their earnings, each quarter.

If they earned less than £100 annually the tax was £1 for three months. This went up escalator-style to £12 10s for business with an income of £5,000 annually.

Municipal organization in B.C. has largely been conditioned by the geography and topography of the province. Its area of 366,255 square miles is limited in areas of settlement by a series of high mountain ranges. There are less than three people per square mile, but large areas are uninhabited and more than 60 per cent of the people live in Victoria and Vancouver and their adjacent municipalities.

About half of one per cent of the land area of the province is municipally organized, yet about 80 per cent of the population lives in organized areas.

When New Westminster was incorporated in 1860 and Victoria in 1862 each enjoyed a private act. The first broad lines of municipal organization were laid down in 1865. This act was improved upon in 1872. In 1873 Vancouver and New Westminster were brought under the new act. Every subsequent incorporation was under the terms of this act, with exception of Vancouver in 1886. Vancouver still enjoys its own private charter.

The province today has 37 cities, 30 districts and 55 villages. Most of them were incorporated within a 25-year period between 1890 and 1915.

Man Votes, Elects Himself

Oddest experience of the early incorporations was that of North Vancouver. According to the North Shore Review "... a freak political incident occurred in 1897. By an amendment to the Municipal Act passed Jan. 18, every person in the municipality except Walter Erwin of Point Atkinson, was disfranchised.

"He accordingly had to come and cast a vote for himself, presumably as reeve, and he held office until June 26, when an enabling act to rectify the situation, was passed by the legislature."

NEW WESTMINSTER AT TIME OF INCORPORATION IN 1860.

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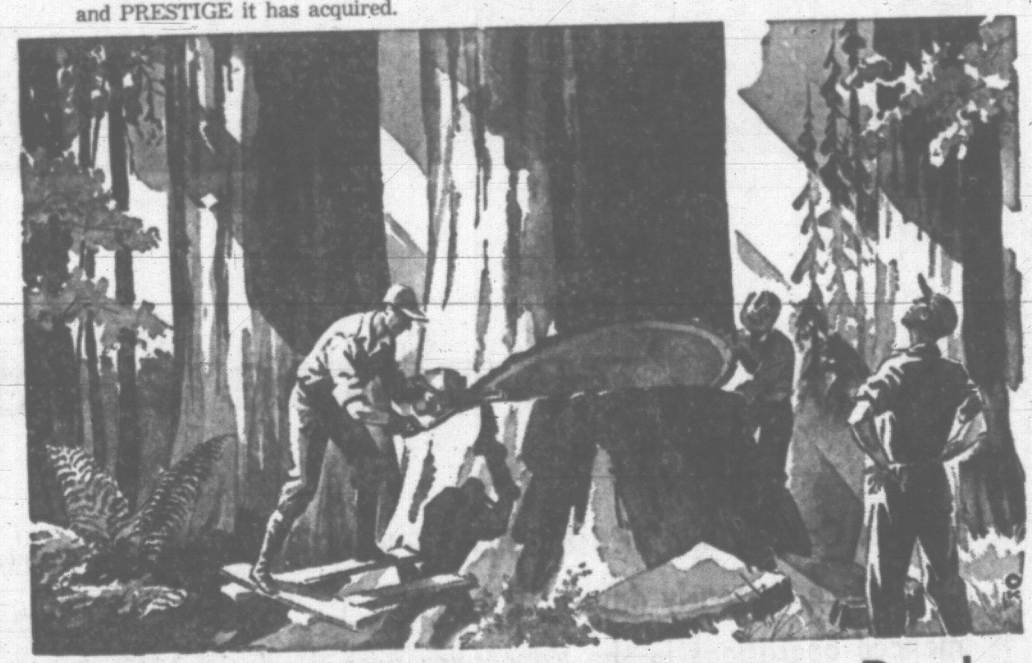

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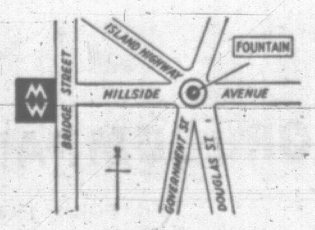

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GROWTH OF GOVERNMENT

History of legislative buildings in Victoria dates back nearly the full century.

First version of legislative chambers and offices, the famous "Birdcages," was built in 1859, one year after the date from which B.C. is reckoning its first century of progress.

With the exception of a period from 1866 when the colonies of Vancouver Island and mainland British Columbia were united and the capital moved to New Westminster, and 1868 when it was moved back to Victoria for good, the old "Birdcages" served early legislators well for nearly 30 years.

The "Birdcages" got their name from their strange pagoda-like appearance and overhanging eaves, style of construction popular in the pioneer west where first hospitals were also built on the bungalow plan.

Five of the curious flattened pagodas were built at a cost of some $100,000, a heavy outlay at that date and one finally met by the Hudson's Bay Company.

Construction of the buildings in what was then considered an out-of-the-way site, was bucked by many.

All the "Birdcages"

In this group of buildings, located on what are now the present Parliament Buildings, the fate of this part of the country was decided. In the centre is the large Colonial Building. To its right are the Legislative Assembly and the Land and Works office, to the left are the Supreme Court and Treasury and Assessor.

But a message from Governor James Douglas to the House of Assembly informed it the buildings would go up on the south side of Victoria Harbor and would be connected to Government Street by means of a bridge over James Bay.

Soon after, the five pagodas, housing administrative department, court house, legislative hall, chief commissioner of lands and works, and a printing bureau, were doing business.

Four of the pagodas disappeared when the present legislative buildings were built in 1897. The fifth, the old legislative hall, was moved at that time from a site facing the harbor to a position fronting Superior Street.

As Victorians remember graphically, this last of the old pagodas was destroyed March 27, 1957.

To the historically-minded the loss was a bitter one for under that wide-eaved roof had once sounded the voices of Douglas, Amor de Cosmos, John Helmcken, Charles Pooley and others whose efforts and beliefs in the past helped build the B.C. of today.

The question of whether B.C. would be a crown colony of Britain, a province of the new Canada, or state of the United States was settled on the same battle floor.

Decision in favor of Canadian status was settled in 1871. The documents were signed by Anthony Musgrave, last governor of the colony.

Main structure of present parliament buildings was completed in 1897 and formally opened Feb. 10, the following year. The library wing and the east and west wings were finished in 1915.

Total cost of the whole structure was in the vicinity of $3,000,000.

Originally, Premier Theodore Davie, victorious over a loud demand to have the capital moved to fast-growing Vancouver, guided through the 1893 session of the House a bill to borrow $600,000 for construction of the new legislative buildings in Victoria.

Nearly $1,500,000 more had to be found before the job was completed in 1915, but the result has been what many have called the finest legislative buildings in North America.

The design, described as a free adaption of the Renaissance style based on classic Roman architecture, was the work of the late F. M. Rattenbury, from Leeds, England.

Geometric perfection of the design is exemplified by the fact the corners of the central block and the top of the statue of Capt. George Vancouver are the points of an exact equilateral triangle, the top of the statue being 145 feet above the driveway.

For the record, the grounds occupy an entire city block of more than 12 acres. Front face of the building measures 288 feet.

Despite its vastness, and the opinion when it was built that the legislative building was too big by far, it has actually proved too small for today's operations.

The big business-like Douglas building across Government Street from the legislative grounds has helped take care of the overflow.

But the famous outline lights that have so often made the buildings as impressive by night as by day, may soon be marking the outlines of more government structures.

A "southward" plan of the construction of at least 15 more major buildings in the future calls for a 50-year program involving the expenditure of $10,000,000 and the next 25 or 30 years.

Historic Books, Papers Worth Over $3,000,000

The library wing, with its many sculptured figures of pioneers of British Columbia and literary leaders, forms the main feature of the southern view of the Parliament Buildings. It was built at a cost of $500,000.

This wing houses the provincial library of 250,000 volumes, and the provincial archives, a special collection of 40,000 books, pamphlets and newspapers relating to the Pacific Northwest, which is valued at more than $3,000,000.

Lieutenant-Governor Frank M. Ross on Jan. 23 read the Speech from the Throne at the opening ceremonies of Centennial Year Session of the British Columbia legislature.

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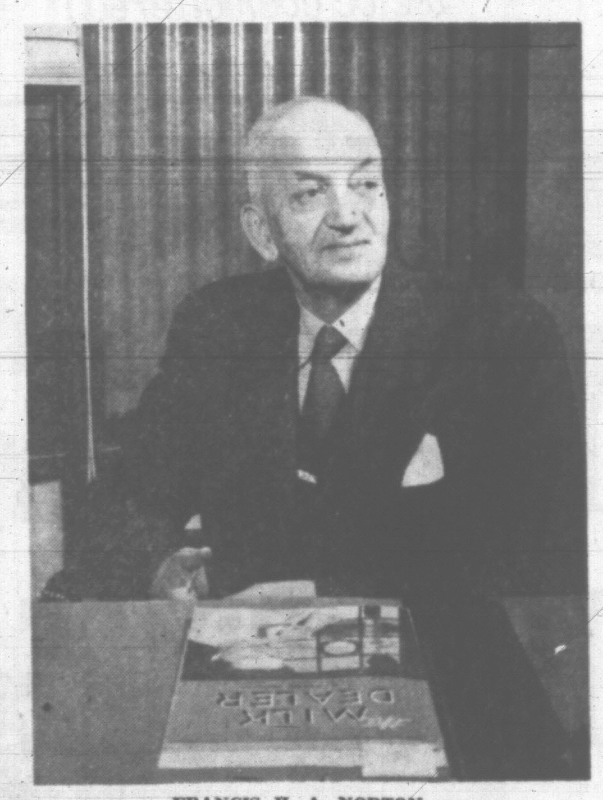

FRANCIS H. A. NORTON
General Manager

Established in 1912 as Northwestern Creamery, the firm's real beginning dates back to 1902 when its founder, Francis H. A. Norton, became actively engaged in dairying. In the years that followed, the organization grew and expanded to become Vancouver Island's leading processor of quality dairy products. Today there are 130 employees in the firm, efficiently conducting the operations of its various departments. The four men here represented have combined service and experience in the dairy industry of 150 years.

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Cricket Only Sport Here 100 Years Old

By DOUG PEDEN

Sport has always played an important part in the lives of British Columbians and even before B.C.'s birth, in 1858, residents of the new land were finding time for athletic competition.

Cricket was the most popular sport of the early residents, and in 1849 Capt. W. Colquhon Grant brought a full set of equipment to Fort Victoria from England and offered his services as a teacher.

The Victoria Cricket Club—first sports organization in the Pacific Northwest—was formed a few years later and among its matches in the summer of 1858 was one against a team from HMS Satellite.

That year, most of the athletic activity still centred around the naval base at Esquimalt as civilians formed teams to challenge Royal Navy squads. However, as more immigrants arrived, the civilians began to find competition among themselves.

Horse racing made an early appearance. A program of races was held at Victoria's Beacon Hill Park on May 2, 1859, and in 1883, the year before the Victoria Jockey Club was formed, Vancouver received its first taste of racing in a meet run on Howe Street.

J.B.A.A. OLDEST SPORTS BODY

There is record of a group of brawny Victorians playing a Royal Navy rugby squad at Esquimalt's Canteen Field in 1876, and the sport found a permanent home after the formation, on Feb. 3, 1881, of the James Bay Athletic Association—now the province's oldest active sports organization.

The JBAA, formed principally as a rowing club by Dan O'Sullivan, F. Widowson, R. Jones and W. Scott, quickly branched out into other sports and has played a major part in the development of some of B.C.'s finest athletes.

Other clubs were organized and other sports were introduced during the 1880's, but for many years the biggest sports crowds gathered at firemen's picnics and celebrations marking May 24.

As communications improved, inter-city competition increased, and the 25 years preceding the First World War were, perhaps, the most colorful of all.

Following a lull for the armed conflict, sports boomed again, and since that time the province's athletes have captured a host of national and international honors.

It may be many years before anyone equals or eclipses the accomplishments of boxer Jimmy McLarnin, soccer's Dave Turner, cyclist Torchy Peden, tennis star Dr. Jack Wright, and basketballer Norm Baker—each voted Canada's outstanding performer of the first 50 years of the 20th century in his chosen sport — Olympic champions Percy Williams and Dunc McNaughton, world weight-lifting champion Doug Hepburn, and Helen Stewart, holder of a world swimming record.

Nor will episodes like Stanley Cup hockey playoffs, the "miracle mile" duel between Roger Bannister and John Landy, and the courageous floundering of marathoner Jim Peters in the 1954 British Empire Games at Vancouver in 1954, or the Grey Cup football madness at Vancouver the following year, be seen again.

HOCKEY

Hockey has been a generous contributor to B.C.'s sports history book and many of the brightest chapters were written by the Patrick brothers, Lester and Frank.

Although Alexander McLean pioncered B.C. hockey in his natural-ice arena at Kamloops in 1894, it was Joseph Patrick and his sons who brought big-time hockey to the province and built Canada's first artificial ice arenas in Vancouver and Victoria in 1911.

While Lester and Frank were active on the Pacific Coast, many innovations, including numbers on players' uniforms, blue lines, playoffs, crediting players with assists, multiple forward lines, kicking the puck and forward passing were adopted.

After Western League teams were sold to the National Hockey League for $300,000 in 1926, Lester moved to New York to serve as coach and general manager of the Rangers and, later, vice-president of Madison Square Garden. Frank became an executive with Boston Bruins and, later, an official of the NHL.

Lester's Victoria-born sons, Lynn and Murray, have become international sports figures. Murray, one of Canada's greatest all-round athletes, is now manager of the Rangers and Lynn, the NHL's leading goal-scorer in 1942, manages the Bruins.

Pro hockey made its B.C. debut in Victoria on Jan. 2, 1912, when Lester's Senators dropped an 8-3 decision to New Westminster Royals. Three days later, Frank Patrick opened the Vancouver Forum, then the largest indoor ice-arena on the continent, seating 10,500 people, and Newsy Lalonde and Si. Griffiths led the Millionaires to an 8-3 win over the Royals.

Although Victoria, in 1913, was the first B.C. city to win the world professional championship, Vancouver was the first to capture the Stanley Cup, in 1915.

The Stanley Cup came back to the west coast in 1925 when the Cougars defeated Montreal Canadiens at Victoria. But B.C. bowed out of the major-league puck picture in 1926, when Victoria lost to Maroons in the cup final at Montreal and WHL teams were purchased by the NHL.

Minor professional hockey continued on the coast, but Victoria was without a team after its arena burned to the ground in November, 1929.

The amateur Pacific Coast Hockey League, including Vancouver and New Westminster clubs, was organized in 1945 and it became a 10-team professional league in 1948. Lester Patrick assembled a new Cougar team when Victoria's Memorial Arena was opened in 1949, and the three B.C. cities are still active in the circuit, which became the Western Hockey League in 1952.

Interior B.C. towns have always been strongholds of amateur hockey, and three teams—Trail Smoke Eaters (1938), Penticton Vs (1954) and Vernon Canadians (1956) have won the Allan Cup, Canada's premier amateur puck award. Penticton gained international acclaim in 1955 when the Vs regained the world amateur title for Canada from Russia, 5-0, in the world tournament final in Germany.

BASEBALL

Baseball took root in B.C. with the organizing of the Victoria Amity Club in the early 1880's and became big news in 1888, when Kamloops challenged the Amity Club and lost a series for the B.C. championship.

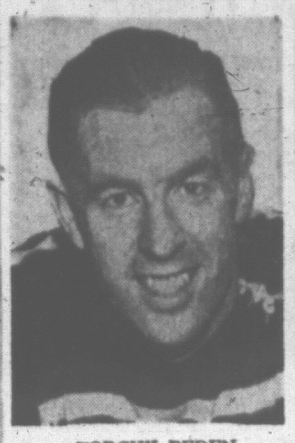
Vernon, Enderby and Kelowna started an Okanagan Valley League in 1892. Around the turn of the century, Victoria was competing against teams from the State of Washington and playing before large crowds. Among the Victorians were Jimmie Holness, Bernie Schwengers and Jack Rithet, while among the imports was Hal Chase, who, some claim, was the finest first baseman of all time.

In 1901 Vancouver became a member of the Northwestern League and, in 1911, Victoria also obtained a franchise. Among several major-league players developed before the First World War forced suspension of operations was Victoria pitcher Bob Steel, one of the first Canadians to play big-league baseball. He became a fine relief pitcher with Pittsburgh.

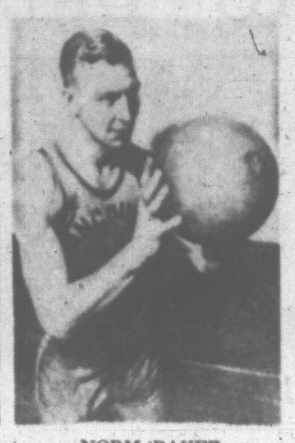
After the war, Vancouver was represented in the Pacific International League and Victoria joined the fold when Jack Rithet completed a stadium on the site of the present Crystal Garden. The league survived only a few years, but Vancouver was back in pro baseball with the formation of the Western International League in 1934. Interrupted by the Second World War, it was reformed in 1946 with Victoria among its members. After a few good years, teams started dropping out and the WIL passed out of existence in 1954.

Vancouver Mounties, a community-owned club, obtained a Pacific Coast League franchise in 1956 and finished second last year.

GREATEST ATHLETES IN FIRST HALF OF 20TH CENTURY

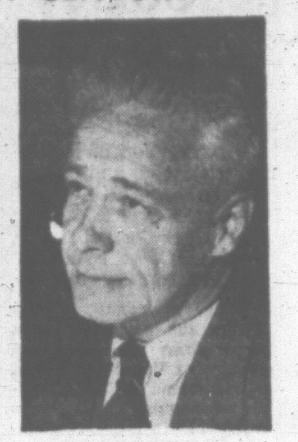


TORCHY PEDEN
. . . Cycling



NORM BAKER
. . . Basketball

JIMMY McLARNIN
. . . Boxing



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GOLF

Victoria has a special place in North American golf annals.

The Victoria Golf Club, founded in 1893, is the oldest 18-hole course on the continent still in operation on its original site. However, it was not the first course in the Pacific Northwest. That honor went to the former United States Services Golf Club at Macaulay Point, where a nine-hole course was opened two years ahead of the Oak Bay links.

For a few years Vancouver fairway addicts traveled to Victoria to play. However, they acquired a home course when the Jericho club was organized in 1895, and added a second — Shaughnessy — a few years later.

Organization of the Colwood club in 1912 gave Victorians another 18-hole course and a surplus of members at Macaulay led to the formation of the 18-hole Uplands Golf Club, which opened July 1, 1922.

Many fine players followed the fairway pioneers, including Canadian amateur champions Ken Black, Walt McElroy and Bill Mawhinney of Vanvouver, and Canadian junior champions Mawhinney, Laurie Roland and Gordon McKenzie of Vancouver, and Victoria's Bill Wakeham, the 1957 titleholder.

Mrs. C. B. Ford of Vancouver won the Canadian women's closed tournament in 1934 and Dorothy Herbertson of Victoria was runner-up for the closed title in 1954.

Vancouver's Dave Black won four Dominion professional crowns between 1913 and 1921 and Victoria-born Pat Fletcher took the Canadian Open title in 1954, but the most famous of all Canadian golfers, in recent years, has been Stan Leonard, six-time Canadian Professional Golfers' Association king and first Canadian to win a major U.S. pro tournament.

Last April Leonard scored his greatest triumph, posting a 13-under-par score of 275, to win the $40,000 Tournament of Champions at Las Vegas, Nev.

CURLING

Curling is one of the latest to arrive on the B.C. sports scene and has boomed into prominence in a few years. Victoria, last February, and Vancouver, in 1950, hosted the Canadian final, and, in 1948, Frenchy D'Amour skipped a Trail Curling Club rink to the Dominion title.

Won Olympic Medal for B.C.

University of B.C. sprang a big surprise in 1954 when its eight-oared crew won at the British Empire Games held in Vancouver. Coaches continued to groom their oarsmen for the Olympic Games in Australia two years later and, while the "eights" finished second in their event, the four-oared crew, shown above, won first place and an Olympic gold medal. The crew was stroked by Don Arnold of Kelowna, with Walter d'Hondi, Lorne Loomer and Archie McKinnon, all of Vancouver, pulling the other oars.

BASKETBALL

Another impressive chapter in the B.C. sports book had its beginning in 1897, when Carey Pope returned to Victoria from Portland and told members of the JBAA about a new game—basketball.

That winter, Victoria fans were watching JBAA, Wasps, Swifts and three Fifth Regiment teams in the province's first basketball league.

The sport quickly ignited a long-lasting rivalry between Victoria and Vancouver. Bill, Bob and Tommy Peden, the Fairall brothers, Jim Pettigrew, Frank Jones, Bob Whyte and Tommy Nute were among the Capital City stars of early inter-city court battles.

West Coast teams have recorded an impressive string of triumphs in playoffs for the Canadian senior men's basketball crown, winning the Montreal Cup 21 times in the past 30 years.

Vancouver Island clubs have collected seven titles, starting with triumphs by the Victoria Blue Ribbons in 1933 and 1935 and continuing with three by Victoria Dominoes and one each by the 1943 Patricia Bay RCAF team and the 1955 Alberni Athletics. The rest have been won by Lower Mainland squads, including Vancouver Jewellers, the 1958 champions.

Victoria College Vikings this year captured the national junior men's title and Vancouver Eilers won a ninth successive Canadian senior women's championship. Victoria's only women's Dominion crown was won in 1948.

Players from B.C. have performed in three Olympic games, but since the 1932 Olympics at Berlin, Canadian basketball teams have fared poorly in international competition. At Berlin, Art and Chuck Chapman and Doug Peden of Victoria and Bob Osborne of Vancouver bolstered Windsor Fords and sparked the club to a second-place finish behind the United States.

Norm Baker, who went on to a professional career, the Chapmans, Peden, George Andrews, Hank Rowe, George Straith, Busher Jackson, Alan Wright and Ian McKeachie were members of the 1945-46 Dominoes—last Victoria club to win the men's senior title and probably the greatest of all Canadian hoop teams.

CYCLING

Torchy Peden, huge Victoria cyclist, represented Canada at the 1928 Olympics and, after turning professional in 1929, competed in 148 six-day races before ending a 20-year career. He scored 38 victories in international six-day events for an all-time record that appears safe from all challengers.

LACROSSE

Lacrosse made its first B.C. appearance at Beacon Hill on Aug. 28, 1886, when Victoria was defeated 3-1 by Vancouver.

Victoria JBAA "Stars" won the first B.C. championship, eight years later, defeating Vancouver 90ths, 4-0.

The game made its debut in the Okanagan Valley on Labor Day, 1901, when Vernon and Kelowna played to a 2-2 tie.

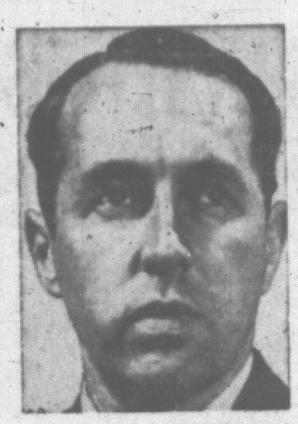
New Westminster Salmonbellies brought the Minto Cup —then emblematic of the Canadian senior title—to B.C. for the first time in 1908.

Two years later, Sir Donald Mann donated a new trophy for Dominion senior competition. Vancouver captured the Mann Cup in 1912 and the trophy stayed west of the Rockies until 1925. Included in the string of B.C. triumphs was the 1919 victory of Victoria Foundations, first Vancouver Island team to win the Mann Cup.

When Alex (Dad) Turnbull, Newsy Lalonde (voted Canada's outstanding lacrosse player of the half-century) and other great athletes wielded gutted sticks, field lacrosse was a booming sport on the Pacific Coast. A professional league flourished for a few years and as many as 18,000 fans jammed into Vancouver's Con Jones Park to watch bitter battles between the 12-man teams.

Interest in field lacrosse declined sharply after 1925 and Jim McConachy of Vancouver first suggested the game of "boxed" lacrosse to the Canadian Lacrosse Association in 1931.

Since the switch to box lacrosse, B.C. teams have continued to enjoy an edge in cup finals against eastern challengers. Victoria Shamrocks, the current Dominion champions, have won the Mann Cup three times in the past five years and Nanaimo Timbermen captured the historic trophy in 1956.



PERCY WILLIAMS

TRACK, FIELD

Track and field stars have provided scores of electrifying moments and none shone more brightly than Percy Williams, the slender Vancouver speedster who won both sprint events at the 1928 Amsterdam Olympics.

Dunc McNaughton was a surprise high jump winner at the 1932 Olympics.

Fame has also been won on the track and field trail by Hal Beasley, Frank Bayliss, Ernie Harrison, Dr. Andy Gillespie, Archie McDairmid, Dr. Cecil Hay, Jack Hutchins, Howie McPhee, Bruce Humber, Joe Addison, Bob Hutchison, Bill Dale, Lilian Palmer, Mary Frizzell, Yvonne Dingley and Margaret Bell.

Brightest of the current crop are Miss Freyda Berman, half-miler Doug Clement and the "Cumberland Rocket," Terry Tobacco.

Continued on Page 25

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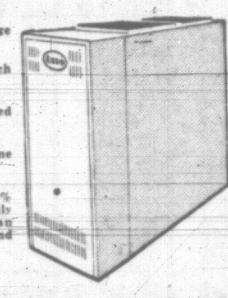

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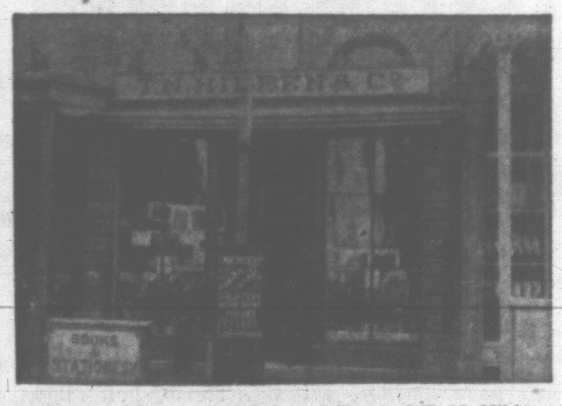
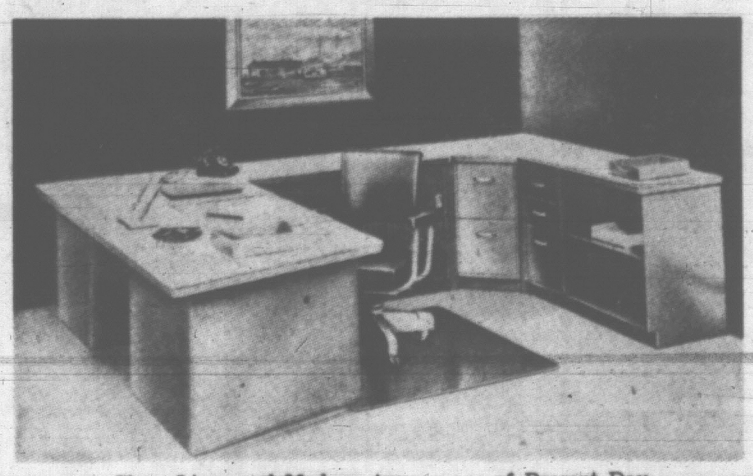


Above Is a View of the Original Store of T. N. Hibben & Co. Which Was Located Near the Present Building on Government Street

The history of Diggon's is as old as Victoria itself. The firm began as a book store exclusively in 1858, operated by T. N. Hibben. As time went on it began to add various lines of stationery and supplies and gradually developed into a thriving stationery business. Over the years Diggon's continued to grow until now it is the largest stationery store on Vancouver Island and stocks over 3,000 separate items . . . from a paper clip to a fireproof vault.

PRESENT DAY MODERN HOME OF DIGGON'S



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Glamor Ships With $10,000,000 Cargoes and Potentates Vanish

By ARCHIE WILLS

British Columbia is steering into its second century without any great ships.

When the Province was born, ships were emerging from the age of canvas wings, which bellied under air pressures. Today, we are in the age of metal wings, which are dependent upon air pressures to keep their slender bodies in flight.

Between these two ages there was a glorious period of lovely ocean-going ships and, unusually fine "three-stackers," in the coastal trade, which lifted British Columbia from its swaddling clothes on the river banks into a virile, driving trading nation known and respected throughout the world.

The ocean ships, were the ones around which the glamor shone. They steamed at the limit of their huge, powerful engines across the Pacific with fabulous cargoes of silk. In their luxurious cabins were diplomats, admirals, generals, business men, world-travelers, explorers, prize-fighters, golf champions, actors and actresses, mining magnates, statesmen and people bored with money and life.

The most picturesque travelers in the first-class cabins were the influential Chinese merchants, in their silk costumes, and wearing pigtails with pillboxes on their heads. At their side would be one or more of their wives, clad in priceless silks and balancing, uncertainly, on their single heels, placed in the centre of their heavily brocaded shoes, fitted to feet that had been stunted in growth to four or five inches.

Packed in Steerage at $500 a Head

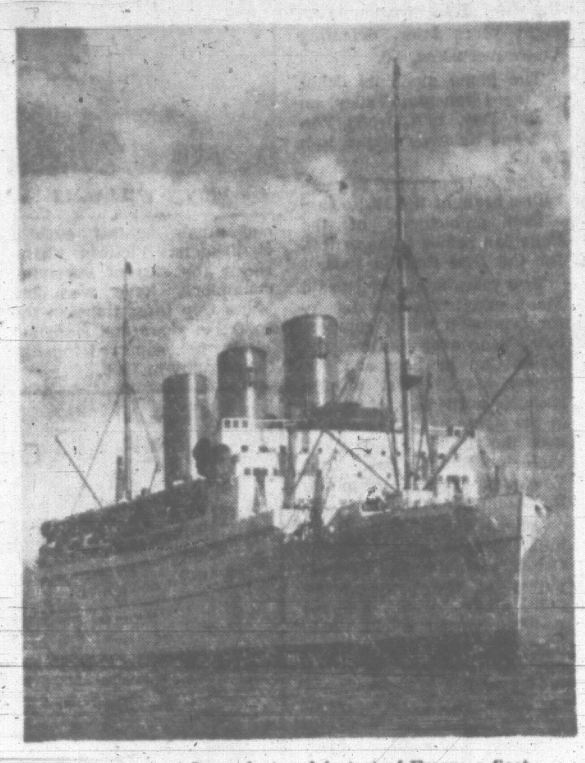
In less pleasant surroundings, in steerage, were packed anywhere from 500 to 1,500 Orientals, anxious to find fortune in this land, even at the cost of a head tax of $500.

The scene on the forward deck, where the steerage passengers were permitted to roam, was always brightened, when the big ships arrived at either Victoria or Vancouver, by the gay and lively Japanese picture brides, in their bright kimonas and exaggerated hair-dos. They peered over the side to identify the man they had crossed a lot of water to marry. They had agreed to take their man, unseen, as the result of a family agreement, sealed in Japan.

True, there are, today, express freighters, combination ships which pack a score or two passengers atop holds crammed with cargo and deck-loads of lumber, drab looking oil-tankers of immense, cumbersome size, and countless grimy freighters which plod tirelessly in and out of our waters. But, pry into a harbor or scan the dancing horizon and you cannot see a white Empress or her like.

Not only do we miss these fine ships but we are beginning to discover that, when our coastal vessels are worn out, they are not replaced.

Why has this come about? The second World War had much to do with it. War always loots the treasury of vast sums of money to develope engines of death and, in this case, the airplane was the determining factor. When hostilities opened we had single and twin-engined planes of moderate speed and gas supply. We came out of the war with jets, which were knocking at the sound barrier in speed and four-engined craft which packed tremendous loads and could fly long distances. They were equipped with a new "eye," radar, and a superb system of navigation.



Ss. Empress of Japan last and fastest of Empress fleet.

Bombs, Torpedoes Killed Big Ships

Enemy planes, in co-operation with the submarine packs, played havoc with our big ships. Their bombs and torpedoes cut through the thin, steel skins and sent them to join Davy Jones and his crew.

When the Dove of Peace returned to its shaky perch, the big ships, which survived, were again to feel the hot air of competition from the jets and propellor-driven aircraft. Now, 12 years later, the metal wings have sounded "The Last Post" for the Empresses and their like and they are having a disturbing effect on our coastal craft.

Looking backwards we can see what has transpired in this once profitable and exhilarating field of steamboats. Up until the C.P.R. brought its first transcontinental train into Port Moody in 1886, the square-riggers handled most of the off-shore trade. The business acumen of the C.P.R. exerted itself with completion of the railroad and they decided to test trade with the Orient. They brought a couple of standard steamers from the Atlantic, the Tartar and Abyssinia, and soon were convinced that the business was there, especially silk, which, if ships were fast enough, could be landed in New York in competition with other routes.

The British ship construction industry was pleasantly surprised in 1889 when the C.P.R. placed orders for three ships, each with an overall length of 485 ft. and a cruising speed of 17 knots. They were the Empress of India, Empress of China and Empress of Japan. They were yachtlike in design with clipper bows and figureheads, two funnels and three masts.

Better Speed Won Silk Trade

First of these ships to reach Victoria and Vancouver was the Empress of India, which steamed in from Yokohama on April 28, 1891. Instantly, they were popular with the traveling public as they made the crossing under 12 days, several days faster than the time of other vessels.

The silk business fell into the lap of the Empresses. Over the years single cargoes reached values up to $10,000,000. The silk was shipped in bales weighing 133 pounds and worth as high as $950 each.

When the silk reached Vancouver it was quickly transferred to an express train at dockside. Once the seals were applied the train raced towards New York. It had the right-of-way over passenger trains. They still talk of the record of less than 13 days from Yokohama to New York. The Pacific crossing was made in 8 days, 10 hours and 9 minutes by the Empress of Canada. The special train was in Fort William, Ont., after 48 hours of hard running. The 133-mile stretch from Brandon to Winnipeg was completed in 131 minutes, which was fast-going 30 years ago.

It was natural that foreign shipping interests should cast envious eyes on this profitable business and soon ships were appearing which were beginning to press the white Empresses in steaming time. Two Japanese lines, the Nippon Yusen Kaisha and the Osaka Shosen Kaisha, built ships which were a little slower but they had a patriotic tie with their homeland and their rail connections out of Seattle and Tacoma could cross the continent faster than the C.P.R. trains.

The Blue Funnel line also became a factor as its ships, although mostly for cargo and the handling of steerage passengers, were the first freighters to turn up 15 knots.

In 1913, the C.P.R. shot holes in this foreign competition by construction of two new liners, the Empress of Russia and Empress of Asia. These ships lopped over a day off the steaming time from Yokohama and made certain of holding the silk trade.

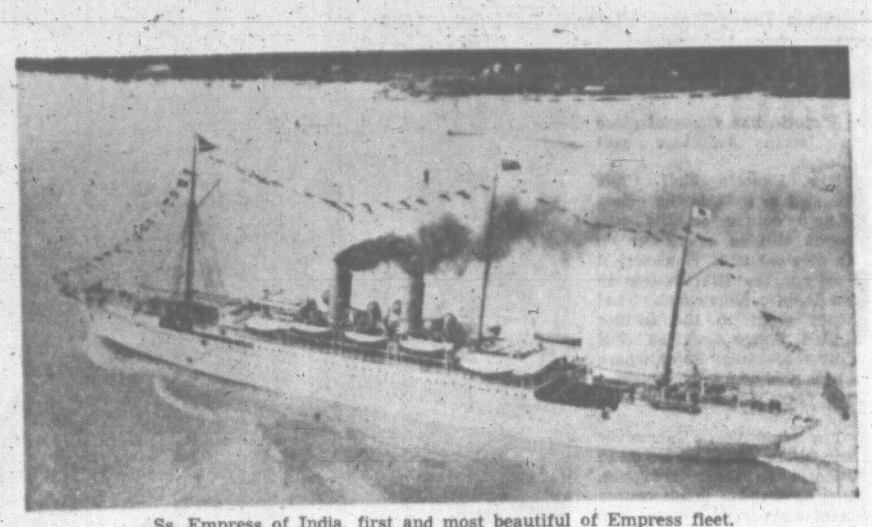
War intervened and both these Empresses with the three older ones went into the troop-carrying business. They fared well but only the Asia and Russia returned to service. They found a United States company ready to pry away some of the silk trade. This line, the American Mail, got hold of a fleet of ships which had been troop-carrying in the war, and soon a lively battle developed.

American Mail named all its ships after presidents. Some of them were the President Jefferson, President Madison and President McKinley. They almost equalled the Empresses in speed and when on what was an unofficial race between a President and an Empress, the margin of superiority was so narrow the C.P.R. lost no time in ordering a larger and faster ship, the Empress of Canada.

From then on there was no question of which line had the fastest carrier. All speed records were shattered by the Canada and remained until the C.P.R. produced its masterpiece on the Pacific, the Empress of Japan, which name was changed to Empress of Scotland, when the Japanese shot up Pearl Harbor.

The Empress of Japan's record for surface vessels between Yokohama and Victoria still stands and will never be broken. When she was carrying the King of Siam to this country in 1931 she whipped across the ocean in seven days, 20 hours and 16 minutes. She also set records for the run from Victoria to Honolulu and from Honolulu to Yokohama.

A smaller line, which operated ships with red and black funnels and green hulls, is an integral part of our shipping history but has disappeared from the scene. It was the Canadian Australian Line which operated ships between this coast and Australia, via Honolulu, Suva and Auckland.



Ss. Empress of India, first and most beautiful of Empress fleet.

Aorangi Ran Till She Wore Out

Some of the earlier ships were the Moana and Makura and the first Aorangi. Then came the Zealandia and Awatea and finally the two best remembered, the Niagara and the second Aorangi. Niagara was sunk by a mine off the New Zealand coast in 1940 and the Aorangi toddled along until she wore out in 1951 and went to the boneyard.

Never again will the residents of coast cities be able to enjoy the delightful scenes attendant upon the departure of a white Empress for the Orient or a "red-stacker" for Australia, or, for that matter, it may not be long before we will regard a passenger ship with the same reverent feeling we have when we see a horse.

But, it was a wonderful age. Its memories will linger as long as people, who knew the ships, remain on this planet. After that the thunder of the planes can have everything their own way. Maybe it's just as well that way.

Forty-Nine Years of FORD In Victoria

The history of National Motors is interwoven with that of the City of Victoria. It originated in the bustling days of saloons and dirt roads, when J. M. Wood opened an automotive dealership in 1909, at the corner of Wharf and Courtney Streets. The best sellers of that day were the Winton Six and Chalmers, both luxury cars, and the Model T Ford, sturdy ancestor of today's majestic Ford models.

Business "boomed" along with the growth of the city, and in 1918 the firm located in a new single storey building on Yates Street, solely as a Ford dealer. When a second storey became necessary, it was finished complete with ramp to the repair shop above. Cars were pulled up this ramp with a winch using ropes and a good deal of muscle power.

The roaring twenties brought a change of ownership and under the new management the premises were soon outgrown. In 1927, the firm began planning the 819 Yates Street building which is much the same today even to the tile floor of the showroom.

In May, 1950, National Motors was purchased by Logan Mayhew, its present owner, and since that time the business has expanded by leaps and bounds. It employs a staff of from 80 to 100; operates a service station and body and paint shops, plus two large car lots and tractor department—Mayhew, Strutt & Williams at 2313 Douglas.

The continuous expansion of National Motors indicates the favorable part played by this firm in the life of Victoria, and it is our aim to carry on the fine traditions upon which our reputation rests.

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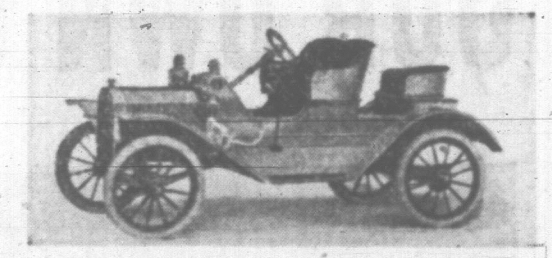

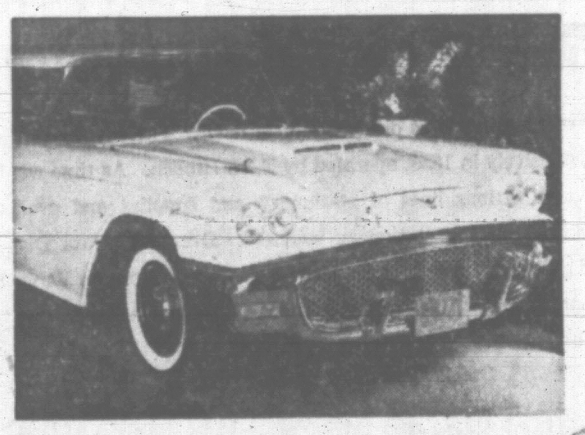

Ever since the era of the horseless carriage was ushered in FORD has been the proud leader in the automotive field. Today, the population of B.C. moves on wheels . . . for business and pleasure, for emergency trips and hauling all types of loads . . . for just gadding about. In every phase of modern life, YOU'LL FIND THE FORD!

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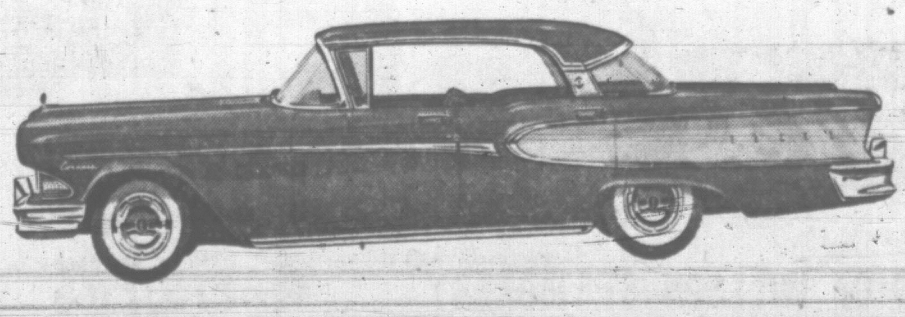

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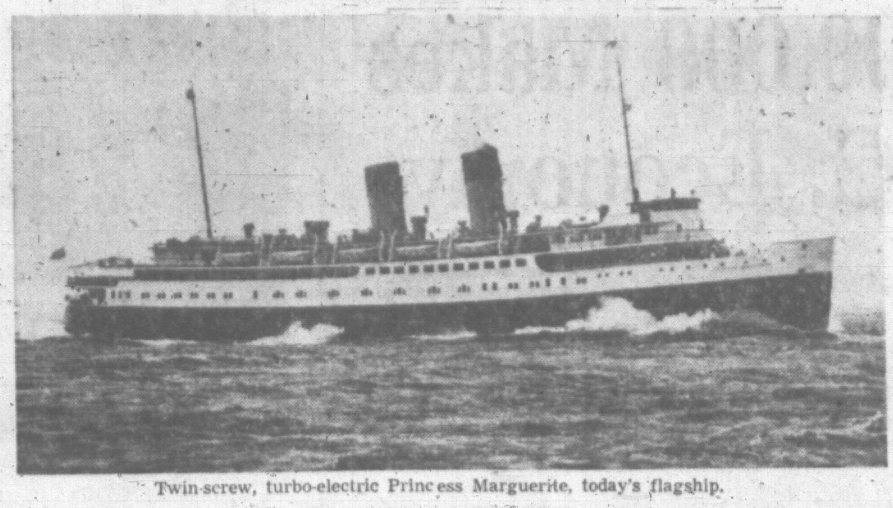
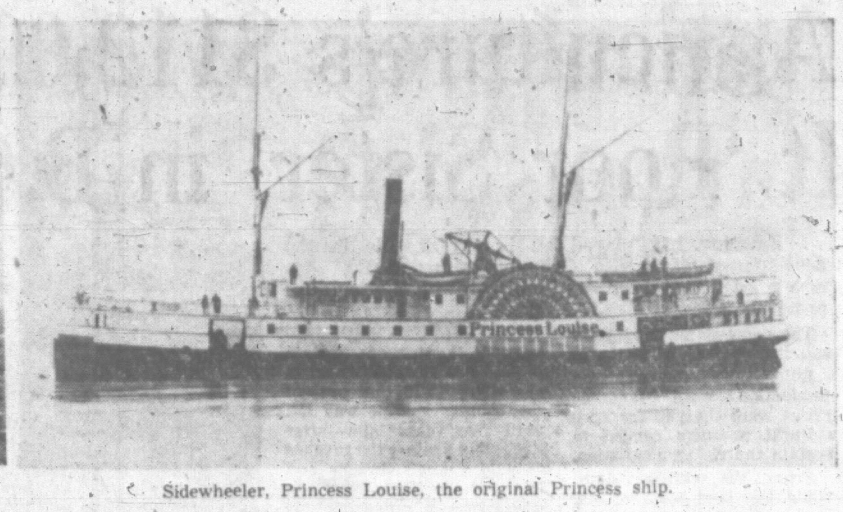
Sail, Paddle, Gas Engine, Used on Coast

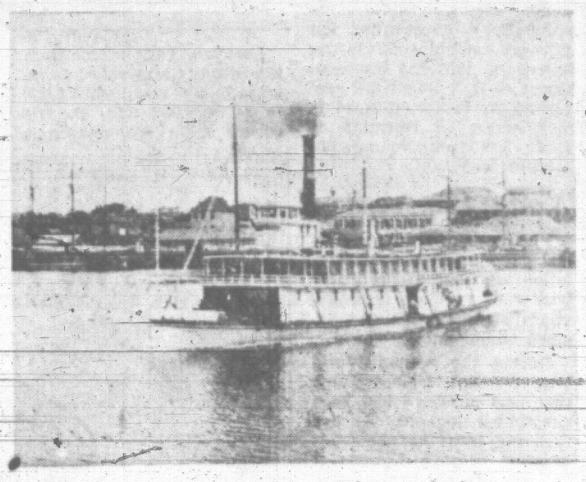
Looking backward to our province's beginning in 1858 we find that it was still the day of "wooden ships and iron men," although we may be surprised to learn that steam was on the threshold of its entrancing era and the first ship equipped with this new means of propulsion, the historic Beaver, had been operating in these waters since 1835.



Twin-screw, turbo-electric Princess Marguerite, today's flagship.



Sidewheeler, Princess Louise, the original Princess ship.



R. P. Rithet, best known of sternwheelers.

Shipbuilders were gradually gaining confidence in this new power but they still wanted some sail in case of emergencies, that is, when the steam plant broke down, which was not unusual, and, also, to take advantage of favorable winds.

Most ships engaging in the offshore trade were windjammers, including full-rigged ships, barques, brigs and schooners. The best remembered of these famous ships is the Thermopylae which has won a lasting place in the Hall of Fame of ships along with the Cutty Sark and the Glory of the Seas. Thermopylae brought rice cargoes to Victoria.

All the cargo needed for the new colony from the United Kingdom came around Cape Horn in square-riggers, but, much new trade was to develope between Victoria and San Francisco. In this service the steamers which were propelled by huge side-wheels, eliminated competition by the slower and unpredictable sailing vessel.

One ship which will always be identified with this service is the Commodore, the first ship to bring miners from the Golden Gate to the Fraser River diggings. Like all sidewheelers, she was an ungainly looking craft. She had three masts with a certain amount of sail on the foremast and main mast. Her big funnel belched black smoke from coal-firing. Main action of the engines was the rocker-device amidships on the top deck, which went up and down and turned the paddle wheels.

The Commodore, soon renamed the Brother Jonathan, made a lot of money for her owners in the few years of the gold rush. Although a small vessel upwards of 1,000 persons were crowded into her small accommodations at prices of $30 a head for cabin and $10 for steerage.

'Take 'er Out or Else!' Captains Told

Not satisfied with packing the passengers in like sardines the owners jammed the holds with cargo. Overloading went unchecked and frightful penalties were paid in lost ships and lives. If captains complained, they were brushed aside with the curt remark: "Take 'er out or we'll get someone else".

There's the story of one captain, who, after an eventful voyage in an overloaded ship, said he had sat on the smokestack for two weeks with his feet in the water.

As the miners pushed their way up the rivers the need for a shallow-draft craft was evident and, as the Columbia River had solved this problem some years previously, it was a natural that the sternwheeler should be used in British Columbia.

Some of the Columbia river sternwheelers were brought north and others were hurriedly constructed in Victoria. These ships were later to play an important part in developing territory adjacent to the Skeena, Stikine and Yukon Rivers and the lakes in the Interior. Nelson became the headquarters of some of these ships and, 40 years ago, one of the most popular and enjoyable trips in this province could be made on a sternwheeler on the Arrow and Kootenay lakes.

It was to be expected that in this hasty construction, there would be trouble. Boilers of that time could not withstand the demands made on them. It was not uncommon to have boilers blow up and this led, in 1860, to the appointment of the first inspector to check the boilers. The pressure was not to be above 30 pounds to the square inch, which would make a present-day engineer smile.

Of the numerous sternwheelers of those early days, the fastest and biggest, was the one which took its name from one of Victoria's pioneer merchants and mayors, R. P. Rithet.

It is interesting to note that, in 1865, the words "she was a propellor" first appeared to describe a ship. The reciprocating steam engine was building up favor.

One of the two personalities who were to dominate coastal shipping for nearly half a century, Capt. John Irving, appeared on the Fraser River in the seventies When he was 21 he was master of his own sternwheeler. He formed a company in opposition to the Hudson's Bay Co. and fared well until there were rumblings of the Canadian Pacific Railway pushing through the mountains. Irving knew this would end the life of steamboats on the Fraser and switched his attention to Victoria, where he incorporated, in 1883, the Canadian Pacific Navigation Co., with a capitalization of $500,000.

Gold Ship Struck Iceberg, Sank

Irving's other ship, which was to leave her name indelibly inscribed on the coastal record, was the Islander. She was a "two-stacker" and had twin screws and travelled at a lively pace. She was one of the first ships to have any amount of accommodation for night passengers.

When another gold rush, the Klondike, burst on Victoria in 1898, the Islander was placed in this very profitable trade. Her speed enabled her to outstrip all other ships and may have led to her disastrous end in 1901. Heading south from Skagway with much treasure in her strongboxes and many passengers, the Islander struck an iceberg and sank, with a loss of 44 lives.

Irving was a big, square-shouldered man, with a moustache he liked to twist, and a heavy voice. He backed away from no man, company or government.

He built up a good fleet and his outstanding vessels were the Yosemite and the Islander. He picked up the Yosemite, which had a length of 282 feet and a speed of 18 knots, in San Francisco. She had been a flop there. Once her boilers blew up and killed 55 men. Then she was cut in half and 35 feet added, which seemed to do her good. She was a wonderful performer out of Victoria and set speed records to Mainland ports which stood for many years. She was the last and most beautiful of the side-wheelers. Painted white, she was generally regarded as the sea queen.

Many daring exploits have been attributed to Irving but the one which stands out was his thumb-nosing at the United States government when his steamer, the Premier, later renamed the Charmer, was under seizure in waters near Port Townsend in 1892.

The Premier had been in collision with a U.S. ship and it was 24 hours before the two could be pulled apart. A number of passengers were killed and others injured. The Premier was finally beached and seized by a U.S. Marshal to satisfy mounting claims for damages.

Irving took a few trusted hands from Victoria and surveyed Premier. He decided that with a little patching, she could be refloated. He hoped to sneak her back to Victoria. When Irving thought Premier fit for the trip he suggested to the marshall that he go up town and get some liquor, payment for which Irving advanced him.

While the marshall was away Irving worked the Premier free and, by a miracle, got her into Victoria harbor. The U.S. government was annoyed, but Irving became the toast of the B.C. waterfront. As the Charmer, this ship was the forerunner of the regular night service between Victoria and Vancouver.

Another ship of Irving's fleet is remembered for one thing. She was the first of the now famous Princess fleet. She was a side-wheeler, going by the name of Princess Louise.

Envisions Tourist Possibilities

Irving's stature began to dim as the 20th. Century dawned and another former river boatman was to take his place. He was Capt. J. W. Troup, who, after river and lake experience, was sent to Victoria to take charge of a new company, which had bought out Irving's C.P.N., known as the B.C. Coast Steamship Service of the C.P.R.

Troup was a realistic dreamer. He is the man who foresaw the possibilities of the tourist trade in the Pacific Northwest. He wanted a new fleet of propellor-driven ships with luxurious accommodations to entice the wealthy Americans this way. He wanted a first-class hotel in Victoria.

As a result of this dreaming, backed by a lot of energetic campaigning at head offices of the C.P.R. in Montreal, Troup saw the Causeway built in Victoria and, on the reclaimed land, his hotel arose. It has become one of the best known landmarks on the Continent, the Empress Hotel.

Troup went ahead with his ships, beginning with the classic vessel, the Princess Victoria. "The Old Vic," as she was to become affectionately known in later years, revamped the whole pattern of travel here. A couple of years later a companion ship, with better sleeping accommodation, but not quite as good boiler power, the the Princess Charlotte, came to the coast. The two then inaugurated, the Triangle service, on which they made a round trip each day between Victoria, Seattle and Vancouver

Ever since 1859 there has been some form of steamboat connection between Victoria and Puget Sound ports. The first vessel to provide the link was a side-wheeler, with a smokestack that reached almost to the sky, the Eliza Anderson. The fare from Olympia to Victoria was $20 and from Seattle it was $15.

At those fares the route yielded big returns and invited competition. A rival company placed a steamer, named the Olympian, in service and offered passengers a fare of $1.00.

From then on a variety of wooden ships, including the Rosalie, Whatcom and Callam, tried to keep the Stars and Stripes flying between Victoria and Seattle but the Princesses' competition was too hot. In a final gesture at capturing the business, the Puget Sound Navigation Co. brought three ships, the Iroquois, Chippewa and Indianapolis from the Great Lakes. Although comfortable they didn't have the speed of the Princesses. In a further effort to subdue their rivals, the Americans began cutting fares. A rate war developed in which fares were reduced to 25 cents each way, with a meal thrown in sometimes. In such a fight there could be but one winner the C.P.R. That ended competition on this route.

Continued on Page 25

PHOTOGRAPHS

BC 1858 1958

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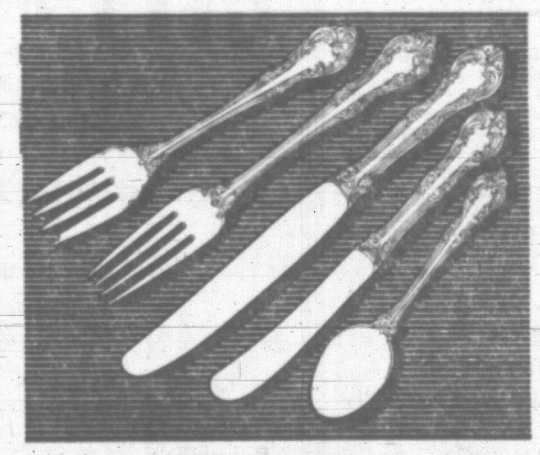

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Agriculture's $112,000,000 Makes It 'Poor Sister' in B.C. Economy

Farming has played an important role in the development of British Columbia although B.C. has never been regarded as primarily an agricultural province.

The demand for food grew with the arrival of settlers.

But people soon outpaced production and fantastic prices were charged for agricultural products needed to sustain the rising population.

From the earliest days, while the land west of the Rockies was still a fur-traders' paradise, spasmodic attempts were made at farming.

The first tilling of land and sowing of seeds occurred at Nootka Sound, on the west coast of Vancouver Island, in 1786 at the time Captain John Meares was engaged in loading furs and deck spars for the China trade.

Historical records show that David Harmon of the North-West Company planted a small garden at the foot of Stuart Lake, near Prince George, in 1811, but he soon learned there were certain natural hazards against vegetable growing in that part of the country and it was not until five years later—after struggling against the ravages of wild animals, insects and late spring frosts—that he succeeded in producing his first fine crop.

After the gold rush, with B.C. flooded with fortune-seekers, a demand for farm products was created and farmers began to take up land. They prospered until the population in the mining areas dwindled but, fortunately, the completion of the Canadian Pacific Railway's transcontinental line served to stimulate farming once more, for it helped to concentrate population in the centres where the new industries were established.

The good earth turned by modern plow and tractor.

Industry Grew, Distant Markets Sought

Farmers began to produce greater quantities which they expected to sell on more distant markets where they would have to face the competition of other producing areas. Scientific methods of cultivation, of packing, storing and shipping and of distributing perishable goods had to be studied. It was in the field of specialized agriculture and experimentation in controlled marketing that British Columbia was to make its unique contribution to Canadian agriculture.

The forerunners of the modern agriculturist were the first to test the suitability of the soil and the resources of the country. The fur traders discovered that the bunchgrass country around Kamloops could be used for both horse and cattle raising and from this district they obtained the horses needed to supply the brigades that traveled from Fort St. James southward through the Okanagan Valley to the HBC depot on the Columbia River.

Fertile Valley

When Victoria became the company's headquarters, Fort Langley on the Lower Fraser came into greater importance and a new route was opened from Fort St. James to Fort Langley. The fertility of the soil around this post and the ease of sending supplies to Vancouver Island by water led to the development of farming.

Butter produced in B.C. was sold to the Russians in Alaska and before long quite a trade in farm products also developed between the Russians and the company's farm on Vancouver Island and in the San Juan islands.

It is significant that the first application for land for farming on the lower mainland was coincident with the fever that followed the discovery of gold in the Fraser River. In the spring of 1858 W. K. Squires applied for a grant of 100 acres of land on an island in the Fraser across from Hope, one of the centres of activity. He was given a lease pending legislation permitting the sale of land.

Shortly afterwards Governor James Douglas issued the first pre-emption ordinance which enabled a pre-emptor to take up 160 acres of land with the right to purchase it at 10 shillings an acre.

Impetus of Gold

The first great impetus to farming came with the discovery of gold fields in the Cariboo in 1860. For five or six years there was a lively demand at the mines for food of all kinds and fantastic prices were paid. For example, at Quesnel, bacon sold at 80 cents a pound; beans, 80 cents; potatoes $90 a 100 pounds, and eggs, $8 a dozen.

To relieve the pressure on the food supply, Governor Douglas urged the importation of herds of cattle and sheep from Oregon, and during the next few years many huge drives took place along the Okanagan Valley route to the Cariboo. Between Jan. 1, 1861, and June 30, 1864, some 7,720 cattle, 5,378 horses, 998 mules and 1,371 sheep passed through the Osoyoos custom station alone.

By 1865 cattle ranching was fairly well established along the Thompson River Valley west of Kamloops and in the Nicola Valley.

The settlers around Chilliwack and Sumas were making butter and profiting from its shipment to the Cariboo where the miners were willing to pay $1 a pound in 1868. With the fall in food prices, however, a number of farms were abandoned, and in 1870 agricultural products valued at $225,193 were imported.

After the hard time of the 1870s the farmers were ready for a taste of prosperity. In the interior, cattle ranching was conducted on a large scale and conditions were almost ideal in the Okanagan, Similkameen and Nicola valleys.

The Douglas Lake Cattle Company in the Nicola Valley, organized in 1882 as a syndicate, gained control of such large acreage that it is still today one of the largest in the world. At both ends of Okanagan Lake and along the west bank there were also huge ranches.

By 1892 there were nearly 20,000 cattle in the territory between Osoyoos and Spallumcheen.

The animals were driven to New Westminster, then by boat to Victoria and Nanaimo, and at least one ambitious rancher thought of driving his cattle to the meat-packing plants of Chicago.

With the coming of the railway, ranges had to be fenced and cattle ranches began to be broken up as land values rose. In some of the valleys land companies acquired large tracts which they put on the market as orchard lands after they had built expensive irrigation works. In the Kootenay and Boundary districts, lands of the CPR were sold at prices ranging from $1 to $5 an acre for best-class agricultural land. In the Okanagan Valley, values increased from $1 in 1898 to $1,000 an acre in 1910, and in more than one case the investor became the victim of the land speculator.

The strain on the farmer in B.C. was eased in the late 1890s by the demand for food which developed with the gold rush to the Klondike in 1897. High prices were paid at the mines, but transportation was difficult as one farmer found when he attempted to drive his cattle from Chilcotin.

As late as 1905, B.C. was importing $2,000,000 worth more agricultural produce than it was exporting, and only in 1911 did home production exceed imports.

With the First World War the land boom collapsed largely because of the over-capitalization of land. A shorter boom took place between 1919 and 1921 when prices for farm products were still high. During these years a number of British and Canadian veterans took up farms under the government's Soldier Settlement Scheme but few of them remained in farming for long.

Until 1921 agriculture in B.C. was in the experimental stage and farmers were governed in planting their crops by the size of the local market.

As prices fell and distress grew, the provincial government attempted to ease the situation in 1927 by passing the Produce Marketing Act which established a commission which licensed shippers and established minimum prices for sales on the domestic market as well as determining the quantities to be marketed and the terms of sale.

Some improvement in conditions resulted from this act, although American shippers continued to undersell Canadian producers. New powers were assumed when the committee established a system of compulsory price-pooling but shortly afterwards, in the spring of 1931, the Supreme Court of Canada declared the marketing act unconstitutional.

During the next few years various experiments were tried and in 1933, after a growers' revolt, a central selling agency tried to force compulsory co-operation on growers and shippers. In the spring of 1934 the Supreme Court of B.C. found the new agency to be illegal since it was acting in restraint of trade and contravening the criminal code.

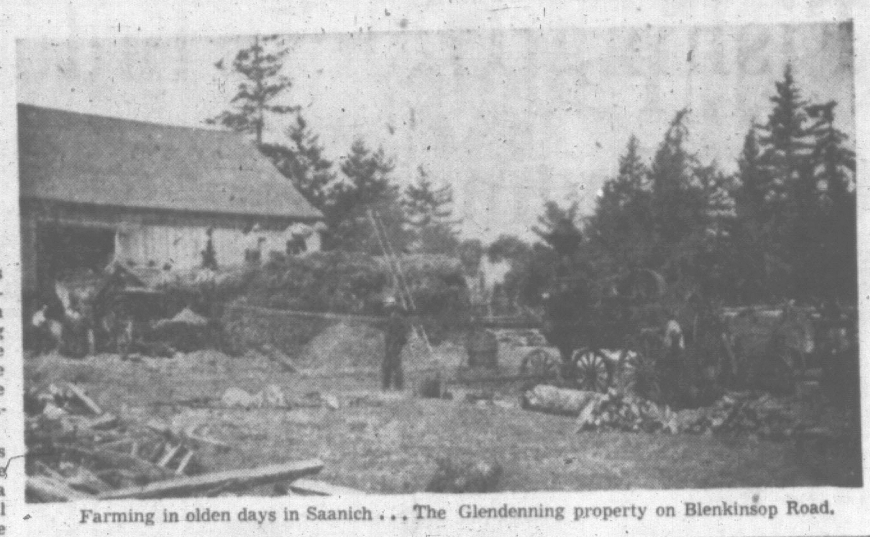
Market Law Sound

Finally, in 1937, the provincial government passed legislation to permit producer boards to regulate inter-provincial sales and this act withstood testing in the courts.

During the Second World War the B.C. farmer found that new problems had been substituted for old. At one time the tariff had been his greatest concern because it did not give much protection on the home market, but when the war came he soon found that his largest problem was that of obtaining labor.

The value of agricultural production, however, soared during the war years, rising from some $48,000,000 in 1939 to nearly $110,000,000 in 1945 and reached some $145,000,000 by 1949.

But farmers have not had an easy roe to hoe and, generally speaking, agriculture in B.C. has lagged behind other industries in the boom which followed the war years.



Farming in olden days in Saanich . . . The Glendenning property on Blenkinsop Road.

Last year, cash income from the sale of farm products increased by about $2,000,000 to $112,000,000 with the recovery from the disastrous frost damage of 1956 highlighting most areas of the industry.

This situation is expected to improve this year, but there is a long way to go before agriculture moves out of the position of being the "poor sister" in B.C.'s surging economy.

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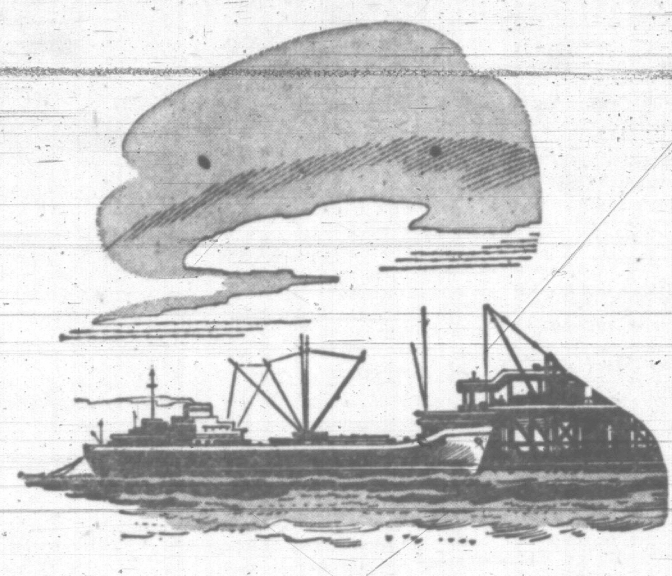

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On It's 100th Anniversary

AERIAL PICTURE SHOWS DUNCAN'S COMPACT BUSINESS SECTION

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1858 1958

Fishing Oldest Industry

By ALEC MERRIMAN

The fishing industry can safely claim the title as British Columbia's oldest industry.

Long before the coming of the white man, the Indians were catching fish in Vancouver Island waters. Their gear was primitive . . . stones for weights, wood and bone hooks, lines of braided tree roots or sinews, spears, brush traps and weirs . . . but they caught fish.

The Indians ate some of the fish fresh. The rest they dried or smoked in the sun or over smoke fires, and stored it for food for the winter.

Salmon was prized by the Indians. Long before Capt. Cook and Capt. Vancouver arrived in these waters the natives were catching halibut. Oolichans were used by the Indians as candles, being so oily when dried they would burn.

Indians still play a big part in British Columbia's multi-million-dollar fishing industry, fourth ranking in the province's economy. But, although the Indians still enjoy some of their ancient exclusive privileges, such as fishing for salmon in the spawning streams, most prefer to fish the open seas and coastal inlets with modern boats.

Today, Canada ranks seventh among the fish-producing countries of the world and British Columbia is the Dominion's leading fisheries province.

SILVER STREAM OF SALMON POURS GOLD INTO B.C. COFFERS.

$46 Million in Boats

In 1951, a record year, fisheries income in British Columbia reached $84,000,000. In 1957 it was down to $63,100,000, when four different work stoppages, due to contract disputes, hit the industry hard.

British Columbia's highly organized fleet of modern fishboats, from the largest whaler to the smallest rowboat, represents an investment in boats alone of nearly $46,000,000 and another $8,000,000 is invested in purse seines, gillnets, trolling gear, halibut fishing gear and other fishing equipment.

Manning this highly specialized fishing fleet are 13,000 rugged fishermen, including 1,000 on packers and collectors.

In addition to those engaged in the primary industry of catching fish are approximately 5,000 men and women, who handle the catch, process it and put it on the markets which encompass the globe. They are employed in salmon canneries, fish freezing and processing establishments, fish reduction plants and other fish handling facilities for which the total capital investment is estimated at considerably more than $100,000,000.

Salmon is the backbone of British Columbia fisheries and the annual harvest some years reaches as high as 200,000,000 pounds of salmon with a market value of $60,000,000. Last year the salmon catch was 131,898,000 pounds which was marketed for $44,903,000.

Other fish species marketed last year included 295,375,000 pounds of herring for $6,290,000; 22,647,000 pounds of halibut for $5,616,900; 4,627,000 pounds of crabs and shrimps for $1,141,000; 7,980,000 pounds of soles for $912,000; 4,750,000 pounds of ling-cod for $552,000; 6,544,000 pounds of grey cod for $579,000; 5,052,000 pounds of oysters for $329,000; 3,836,000 pounds of clams for $375,000; 1,504,000 pounds of black cod for $391,000; 891,000 pounds of liver and viscera for $219,000, and 8,117,000 pounds of other items, including whales, for $1,782,000.

About half the marketed values went to the men who caught the fish.

Sport fishing for salmon and other species in British Columbia coastal waters is estimated to be a $100,000,000 industry and there is a continuous "war" going on over conservation measures between sports and commercial fishermen.

Today's fishing fleet of more than 8,000 vessels, equipped with the latest fishing aids — radio telephone, radar, electric sounding devices, refrigerating equipment—is a far cry from the days when the white man first joined the Indians in fishing operations off the B.C. coast.

A Tough Life

First fishing boats were open and propelled by sails and oars. For many years during salmon seasons these small craft sailed or were towed out to the fishing grounds on a Sunday night and left there to fish for the ensuing week. The fishermen ate cold food and took whatever came in the way of weather. It was a tough life.

Later a canvas shelter was rigged over the boom in the bow of the boat and this soon became general.

Another fisherman took along a primus stove and that ended the "hard tack and salt horse" period. Superstructures appeared here and there on gillnetters and in 1925 gasoline started the emancipation of the B.C. fisherman.

They set the nets and pulled them in by hand over the stern of their little boats, but at least they could get out to the fishing grounds and back to the cannery or camp under their own power.

Early in the '30's inventiveness again made things easier and more profitable. A large bobbin, now known as the drum, was installed in the stern of gillnetters and nets were set and hauled in around the drum by power from the gas engine.

Today, the Pacific coast gillnetter is a trim, speedy craft with electric lighting, plumbing, comfortable sleeping accommodation and a small but efficient cooking range.

The first salmon seiners were small vessels, able to operate only in sheltered waters. These too have come a long way. Today a salmon or herring seiner may represent an outlay of $100,000 or more. All are equipped with radio telephone and echo sounders and some have radar.

Radio Equipped

Salmon trollers, operated by one or two men, have kept pace with the progress. A bigger boat than the gillnetter, but smaller than seiners, these sturdy craft often fish many miles offshore in the open Pacific, staying out for days on end. Most of these have radio telephones and many are equipped with automatic pilots.

The industry has made similar strides in regard to gear. The changeover from linen to nylon gillnets is almost complete. Nylon ropes and nylon spoon leaders have taken the place of hemp and cotton; plastic seine and gillnet floats have replaced cork.

But, perhaps the most notable change, is in the manipulation of the fishing operation itself.

Up until the end of the Second World War the cannery manager attempted to give guidance to the boats that unloaded at his wharf. Today, almost all the operation is controlled by the "fleet jockey" located at the individual company head office.

This amazing change came with the advent of the radio telephone and perhaps no single innovation has had a greater impact on the operation of the fishing fleet. "Call-up time" when each vessel reports its location and its daily luck is an exciting period in any fishing company radio room.

With the aid of electronic sounding devices it is difficult for a school of fish to proceed unmolested. A lot of the gamble has been taken out of the business.

Most significant change in the larger boat category last year was the shift from the single purpose boat to combination type. Number of these vessels increased from 262 to 380 and the value from $3,563,000 to $6,506,000.

Many New Boats

A total of 81 new fishing boats, valued at $1,370,900 were completed in B.C. in 1957. Of these 65 were gillnetters valued at $759,000, six were trollers worth $91,500 and five were larger seiners, draggers or longliners valued in the aggregate at $432,000.

Not to be left out of an appraisal of the value of B.C.'s fishing industry is the work it brings to shipyards and scores of repair centres along the B.C. coast.

This year at a Victoria shipyard an all-steel experimental fishing vessel was launched which, in time, may revolutionize the fishing industry.

1858 — 1958

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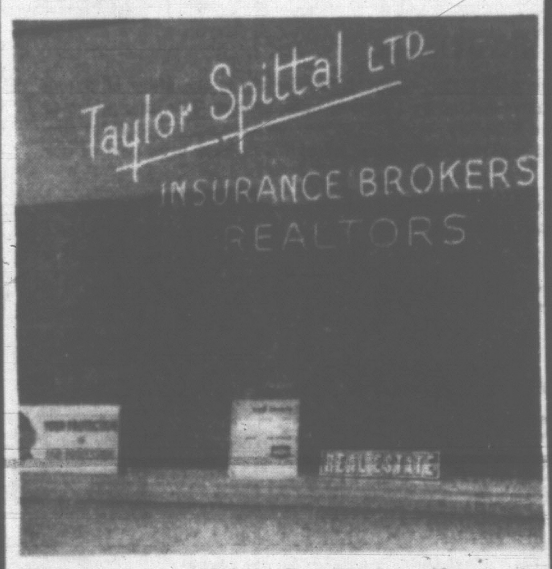

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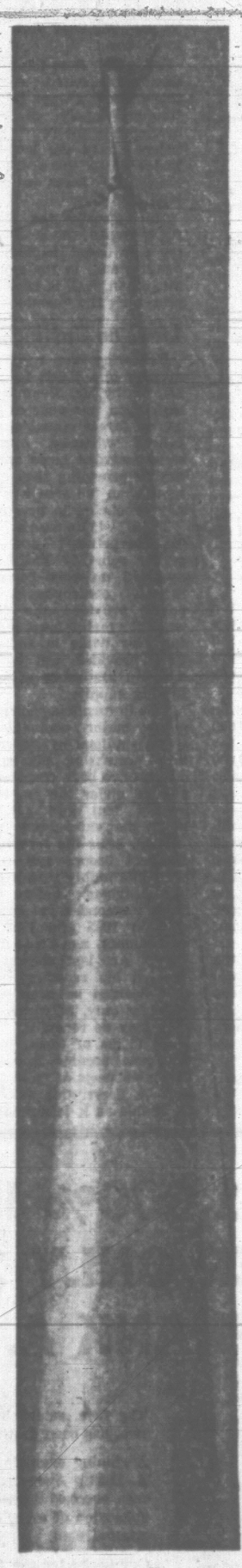
MAYO'S JOIN IN CELEBRATING THE BRITISH COLUMBIA CENTENNIAL

1858-1958

We are justly proud that lumber bearing the stamp "DIAMOND M" has been a vital part in the development of British Columbia for 50 years



New 142-foot flagpole at Beacon Hill Park donated by Mayo Lumber Co. Ltd., Lake Cowichan, to replace one it gave 20 years ago.

Mills at:

Mackay Lake
Charters Siding
Beaver Lake

New Development:

Forest Products Factory
Nanaimo

MAYO LUMBER CO. LTD.

1908 — 1958

HEAD OFFICE, PALDI, B.C.

FORESTS, B.C.'s BACKBONE

By PETER BRUTON

Early in March, 1778, the two small Royal Navy sailing ships Resolution and Discovery tacked up the west coast of Vancouver Island and put in to the placid, sheltered waters of Nootka Sound.

The ships had taken a terrible beating from the elements in the two years since Captain James Cook set sail from Plymouth, England, and it was found that a number of masts and spars on both ships were rotting away.

But if the renowned explorer had any fears on this score they were quickly dispelled by the sight which greeted him in Nootka Sound. As far the eye could see, huge Douglas fir reached for the sky.

Crews were immediately put to work felling a few of the big trees growing right on the shoreline, and these were fashioned into the spars and masts that needed replacing.

Old-time loggers would have marvelled at the miracle of the chain-saw.

First Forester

Thus, Captain Cook became the first European to make use of the timber on Vancouver Island, and his decision sparked the growth of British Columbia's forest industry—an industry which is today the backbone of the province's economy.

Ten years later, in 1788, Captain John Meares loaded a ship with furs and a deckload of spars and sailed for China, where they were sold.

Later, as the first white settlements became established, more use was made of the timber and historical records show that about 1806 the first lumber sawn in the province came from the sawpit at Fort St. James, a Hudson's Bay Company post north-west of Prince George.

Then, with the transfer of the company's western headquarters to Victoria began the real sawmilling development in what is now known as British Columbia.

Construction commenced in January, 1848, on the province's first machine-operated sawmill near Parson's Bridge at the head of Esquimalt Harbor and on November 24, 1848 the first lumber was sawn. This mill cut a considerable amount for those days. It was exported to San Francisco where it brought $80 per thousand feet in gold dust.

Little Value

Up until 1865 the timber lands of the Crown Colony of B.C. were regarded in the public's estimation as of little or no value as such and could be acquired by purchase and Crown grant in the same way and for the same price as any other Crown land.

This public attitude continued until the land ordinance of 1865 introduced for the first time in the Colony, the system of granting the right to cut timber on Crown lands without alienating the land itself.

"The magnificent coastal forests, heavy with old growth fir, growing in silent and untouched splendor for hundreds of years, stood waiting at their doorsteps—a free gift of nature," wrote Hon. Gordon Sloan in his most-recent report on the forest industry.

Because of the excessive cheapness and, consequent, reckless alienation of natural resources, the early days in every new country are fraught with danger to the public interests of the community.

The legislator in those days failed to recognize or realize the future value of natural resources, he gave no recognition to the value of state ownership, and his one idea was to settle up a country quickly at any price and to shut his eyes to any abuses this policy might encourage.

So it was with B.C.'s forest resources last century.

In the days before the construction of the Canadian Pacific Railway the forests of the province, like the water in the streams, were free for all to use. But when the steel rails linked the province and the rest of Canada, new life was given to every form of local trade and the logging and sawmilling industries emerged from insignificance.

First Protection

The government of the day son began to realize that standing timber was no longer valueless, and in 1888—100 years after Captain Meares sold the first B.C. lumber in China — coherent legislation concerning the public forests was attempted for the first time.

Crown timber was no longer given away, it was sold at a flat rate of 50 cents a 1,000 board feet. Owners of sawmills and those who agreed to build and operate mills, were permitted to obtain exclusive cutting rights over any area of forest they wanted by the payment of a holding charge of 10 cents an acre annually. Hand loggers and other small operators could obtain a licence to cut any chosen timber for a small fee.

The trend of this legislation was merely to encourage logging.

Soon after this work began on the first paper mill in B.C. which began production at Port Alberni in 1894. This plant, operated by the B.C. Paper Manufacturing Company, was located on the Somass River about two miles above the present site of Alberni.

Not Wood But Rags

The plant was a second-hand rag mill brought out from England and the supply of raw material was an early and frequent difficulty. The machinery was inadequate, there was much lost time and the plant finally closed in 1896.

An experiment to see whether wood could be pulped and made into paper took place but the idea was dropped as unfeasible!

Slowly but surely the forest resources of British Columbia began to be utilized on an ever-increasing scale and by 1910—the time of the first royal commission into the time of the first royal commission into the province's forest industry—there were some 619,025 acres of forest land under lease.

Shortly afterwards the B.C. Forest Service was established and the government made it plain that its policy was to retain control of timber lands and to bring the various classes of tenure on to an equitable basis.

Hon. W. R. Ross, the then minister of lands and forests, expressed the policy thus: "Uniformity of tenure is most desirable, so that no commercial handicaps shall be created between different classes of holders of Crown timber. For this reason, all future sales will be of licences."

First Licences

The new licences were a prototype of forest management licences but they fell short of the present system in that sustained yield management was not required.

By 1914 forest production totalled some 792,829,000 board feet, and by 1944 the production was 3,096,333,000 board feet. Last year, figures estimate the production at 5,676,000,000 board feet.

Three industries—sawmilling, pulp and paper, and plywood—utilize some 91 per cent of the annual cut. The lumber industry accounts for 76 per cent; pulp, 11 per cent and plywood, 4 per cent of the total cut.

Over the past decade the value of B.C.'s lumber production has averaged more than $240,000,000 annually while the industry as a whole has topped $600,000,000 in recent years.

Sawmilling is B.C.'s leading manufacturing industry and last year produced nearly 60 per cent of the lumber sawn in Canada.

During the Second World War and the decade following, the sawmills enjoyed a spectacular boom that led to vast expansion not only on the coast but throughout the interior as well.

The province's forest industry has always depended on the export business for its prosperity and domestic demand has never been sufficient to provide a satisfactory market for the rising production. This export trade was founded on and prospered because of a happy combination of abundant timber and relatively cheap water transportation that was available to big tidewater mills.

Monster Headache

But, since then other factors have entered the picture such as fluctuating ocean rates, raised tariffs, and rising costs of production—all of which have provided the industry with a monster-sized headache.

"Our forest industry must be constantly aware of the fact it cannot produce dear and sell cheap." Lands and Forests Minister Ray Williston has said.

For a long time the forest industry appeared confident there would always be a continuing supply of timber available in the province, and indeed today the latest estimates show there are some 136,682,000 acres of forest land available.

But, already the Douglas fir, on which the giant industry was based, is fast disappearing and, in the words of Mr. Sloan, B.C. is rapidly approaching the "hemlock era."

Limit on Cutting

Following the royal commission into B.C.'s forest resources by Mr. Sloan in 1945, legislation was enacted which set up forest management licences whereby operators were awarded large areas of timber providing they cut no more than the area was actually producing in new forest.

These licences were "in perpetuity" and altogether some 23 FMLs were awarded on this basis. Although controversial, the policy provided the framework for maintaining a forest for ever while at the same time provided the industry with an assurance of a continuing supply.

This in turn has encouraged many major companies to spend millions of dollars on new processing plants that might have been considered a gamble under the more uncertain "cut and get out" policy that existed previously.

Then, after the forest management licence system had been thoroughly thrashed out in hearings before Mr. Sloan's second royal commission in 1955 and 1956, the government amended the Forest Act last session and adopted his recommendation that licences be granted for 21 years only, at which time they may be renewed.

All forms of forest tenure will now become known as various aspects of "tree farming"—a description which is as simple as it is accurate.

In recent years B.C. has tried to deal realistically with the maintenance of a continuing supply of timber. As the industry expanded it became evident that, without some form of management looking to the future, the "inexhaustible" forest would become seriously depleted, certainly in some of the sections where logging had been most intense—such as Vancouver Island.

Even the woman's dress suggests this logging operation is quite old.

BRITISH COLUMBIA
CENTENNIAL
1858-1958

The Reeve, Councillors and Residents of Saanich Municipality join in commemorating British Columbia's 100 Years as a Province

The districts of Lake, South Saanich, and part of Victoria District were formed into a municipality in 1906 under its first Reeve, Thomas A. Brydon. In the following years, Saanich became famous as an agricultural centre which supplied fruits and cattle to new settlements throughout the province.

As time went on, Saanich shed its role of B.C.'s main agricultural centre and soon became famous as one of Canada's most beautiful and pleasant areas . . . its golden daffodils and prized cattle and horses are among the world's finest. Saanich is also well known for its fine small fruits such as strawberries, raspberries and loganberries, which are shipped to many parts of the country.

As a residential area, Saanich attracts hundreds of new families yearly. Its beautifully wooded lands make desirable building sites and lend unlimited scope for modern homes and provide ideal living conditions.

In 1955 Saanich celebrated its 50th Anniversary . . . and looks forward to many more years of continual growth.

SAANICH
MUNICIPALITY
Population 40,000

1858—1958
British Columbia
CENTENNIAL

For almost a half century Bazan Bay Brick & Tile Ltd. has been in operation in the same location, supplying this area's needs.

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Our hopes for the future are continuing expansion . . . as more and more people avail themselves of our various services.

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Bank of British North America

Opened in 1859 on Yates Street, near the corner of Government, on land now occupied by the new post office, the Bank of British North America was taken over in 1859 by the Bank of Montreal. Before being torn down it was used as an evangelical church.

First Banks of B.C. Still Doing Business

By HARRY YOUNG

Two banks that are still doing business in the province although under different names—were the pioneers of banking in British Columbia.

The first was the Bank of British North America which established its first B.C. branch in 1859, on an experimental basis.

In 1918 this bank became part of the Bank of Montreal.

The other was the Chartered Bank of British Columbia and Vancouver Island. It was established in 1861 with British capital and its Royal Charter was granted by the British government.

Four years later the Colonial Office, probably with advance knowledge of the merger of the two colonies of Vancouver Island and British Columbia, decided the cumbersome title of the new bank should be changed to Bank of British Columbia.

Since its inception, this bank has handled the business of the government of the province, and it continued to do so when it was merged with the Canadian Bank of Commerce in 1901.

As with so many other commercial and industrial enterprizes, banking came to British Columbia directly as a result of the discovery of gold in the province in 1858.

One of the main problems of the early miners was the safeguarding of their gold.

About this time Governor James Douglas wrote to the Secretary of State for the Colonies in London:

"Banks of deposit are greatly needed in every district of British Columbia. The miners' only alternative at present is to bury his gold dust for security . . . but were banks of deposit established they would willingly pay a monthly percentage on any sums they might deposit."

Quick Response to Plea by Douglas

Governor Douglas' plea did not fall on deaf ears. Quickly, there were five firms in Victoria competing for the purchase of the gold dust and bars of the province, amounting at that time to about $7,500,000.

They were: Wells Fargo and Company, a San Francisco banking and expressing firm; Messrs MacDonald and Company, a local banking institution; two assaying firms, Marchand and Co. and Robertson and Co., and the new branch of the Bank of British North America. They were later joined by the Bank of British Columbia.

The Bank of British North America did not go deeply into the purchase of gold, and it was left to MacDonald's Bank and the Bank of British Columbia to branch out of Victoria into the Cariboo.

An enterprising young Scotsman, Alexander D. MacDonald, had founded MacDonald's Bank in 1859 and it was the first institution to undertake banking in all its branches in the province. It had an office on Yates Street and it was the first issuer of paper money in the province.

Unfortunately MacDonald's Bank came to a sticky end. It failed disastrously in 1864 as a result of a robbery of its Victoria office.

This left banking enterprize largely to the Bank of British Columbia, and, one of its early actions was to set up an agency at New Westminster, which was nearer to the seat of mining operations.

Here at times an early manager reported that he frequently had $100,000 of bright gold bars on a table just behind the counter.

Road Needed to Follow Miners' Trek

Among the problems of the bankers in B.C.'s early days was the lack of any permanent industrial and residential communities.

The main need for the banks was in the wake of the miners, and as they moved further and further into the interior, the lines of communication between the mining towns and the coast became dangerously long.

The banks lent money for the construction of the Cariboo wagon road and then opened branches in the mining towns where they bought gold from the miners.

Moving the gold out of the Cariboo in the early days was largely entrusted to the Barnard Express Company, and although many desperadoes roamed the road, the escorts provided did their job so well that no losses of gold were ever recorded by this company.

The banks ascribed this freedom from attack as largely due to the terror struck in evildoers by the Chief Justice Begbie.

It took the B.C. banks a long time to put themselves in a prosperous condition, and at least one of them, the Bank of British Columbia, had to rely, in the early days, chiefly on the business done by its U.S. branches in San Francisco and Portland.

Before Vancouver Island and British Columbia colonies went on the dollar and cent standard, nearly a hundred years ago, Victoria was the dumping ground of what is described as "the refuse of the money-changers."

A motley collection of coins included silver from the U.S., Central America and South America. There were variations of the Spanish dollar, and U.S. fractional currency, known as shinplasters.

Coins that would not pass in Victoria found their way into the Fraser and Cariboo gold camps.

In the Cariboo around 1864, British half crowns (2 shillings and sixpence) and florins (two shillings) passed alike for half dollars.

Gold coins were scarce—a strange thing in view of the fact that the whole economy was based on gold mining and panning.

In 1861 Governor James Douglas wrote:

"At this moment there is an amount of gold dust in the hands of miners residing in Victoria exceeding 250,000 pounds sterling and so great is the present dearth of coin that it brings a premium of 5 per cent and over. Men may be seen hawking bars of gold about the streets of Victoria who cannot raise coin enough, even at high rates of discount, to defray their current expenses."

Ready Market

Actually the problem was solved more easily than Governor Douglas believed. Most of the gold dust eventually found its way to San Francisco where there was a ready market.

The establishment of a recognized currency for British Columbia had long been a matter of difficulty for early British controlled banks.

Back in 1837 one visiting British banker advised that the silver dollar and half-dollar of Spain, South America and the United States should be the legal tender at the rate of five shillings to the dollar.

He also advised that the French crown and five-franc pieces should be legal tender to conciliate the habitants of lower Canada, which were also recognized at the time in the U.S.

In 1861, the British Colonial Office gave its assent to the establishment of a mint at New Westminster with the purpose of manufacturing gold piece of $10 and $20 value.

'Frisco Supplies

Dies and apparatus was bought in San Francisco and the staff of the assay office at New Westminster struck specimen pieces in silver and in May, 1862, they were approved in London.

The gold in the pieces was not completely refined, but the gold content was to the full nominal value and silver left in the bullion served as a bonus.

A few of these coins were struck and then the project was halted without any coins being issued to the public.

Many reasons were given for the change of policy, one of them being that it was "dog-in-the-manger" tactics by Victoria officials who resented the fact that the mint had not been established at the Island capital.

Replaced by Notes

To take the place of the gold coins, bank notes issued by the British North America Bank and the Bank of British Columbia proved successful. They were issued in denominations from $5 to $100.

The few gold coins which were minted at New Westminster have now become valuable collection pieces.

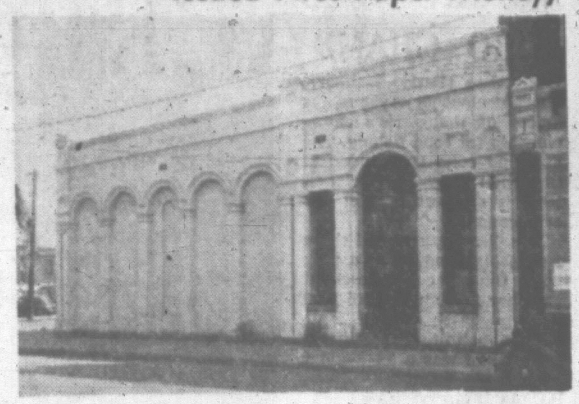
Less than a dozen of the coins are known to exist, and the $20 coins have changed hands at more than 20 times their nominal value.

Some of the known specimens are in the British Museum and the collection of V. M. Brand of Chicago. Both have coins of $10 and 20 denominations.

There is a $20 piece in the provincial treasury in Victoria, one in the Canadian Bank of Commerce, and three others. Two other $10 pieces were at one time in the hands of B.C. families.

No other gold coins were minted in any of the Canadian provinces before 1910.

Issued First Paper Money, Went Broke After Robbery



MacDonald's Bank (above) set up in business on Yates Street, near Wharf, in 1859 and printed the first paper money in this province. At right, is only complete set of the bank's bills in existence, showing $1, $5 and $10. MacDonald's Bank ceased its functions following a robbery in 1864.

Saluting B.C. on its 100th Birthday!

HILLCREST LUMBER COMPANY IS PROUD OF ALMOST A HALF CENTURY IN THE LUMBER BUSINESS

Photo by Aero Surveys Limited, Vancouver, B.C.

THE PLANT

Hillcrest Lumber Company Limited cuts logs from its own timber stands . . . its mill, completely equipped with modern machines and geared to high production, turns out a wide variety of finished and patterned lumber, while a chipping plant converts wood waste into pulp chips. In 1955, a new barker plant was added, in which logs are completely barked and cleaned by a 60-inch Nicholson mechanical barker.

At Osborne Bay wharf, ships take up the lumber in cargoes on one hand while chips are vacuumed out of the cars into waiting scows on the other.

The mill can cut 225,000 BFM per day, and can dry 500,000 BFM a month in its specially designed, patented dry-kilns built by the mill engineers.

Established in 1912 by Carlton Stone

The story of Hillcrest is the story of a man with the vision of a true pioneer, and now includes his five sons who are carrying on in the tradition established by him. In 1912, Carlton Stone, with the establishment of the Stone & Henderson operation at Koksilah, near Duncan, found himself in business for the first time. By 1917, the company was incorporated as Hillcrest Lumber Company Limited and moved to new timber stands at Sahtlam, where rail logging was introduced.

Mr. Stone's ingenuity was evident throughout the operation. His "locomotives" were his own design, gasoline-powered, little more than specially geared wooden trucks on rails, and less expensive than a steam locomotive. It was he who installed a whole log gang saw, first to go into full production on the B.C. coast.

In 1943, the entire operation was moved to its present location at Mesachie Lake and is now carried on by his sons. It occupies 170 acres, with 100 miles of company-built roads, and employs 450 loggers and mill men.

HILLCREST LUMBER CO. LTD.

MESACHIE LAKE, B. C.

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PARKSVILLE The "SAFEST" Children's Playground ON VANCOUVER ISLAND

Help Celebrate British Columbia's Centennial Year— Spend Your Holidays in Parksville, B.C.

Situated on the Main Island Highway, 95 miles north from Victoria and 23 from Nanaimo over excellent roads.

The Safe, Sandy Beach is a famous spot known favorably to thousands of families who visit this playground year after year. It's a beach with a gentle slope and the tide recedes approximately half a mile, uncovering golden white sand that children can play in for hours. The surrounding country is outstanding, with Englishman's River barely half a mile away. To complete your fun-filled holiday, there's boating, excellent fishing, and miles of lovely drives, with points of interest wherever you turn. With a complete shopping centre at your service.

BC 1858 1958 CENTENARY

REMEMBER THESE TWO SPECIAL DATES AUGUST 16-17—FUN FOR ALL

Fish and Game Centennial Salmon Derby — followed with a big Centennial Barbecue on the 17th.

THE FOLLOWING PARKSVILLE STORES, HOTELS, MOTELS AND GARAGES INVITE YOU TO A FUN-FILLED HOLIDAY YOU'LL LONG REMEMBER . . .

- ACE MOTEL — **** all-electric kitchens
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- FRANKS HARDWARE LTD. (Owner) — "For fishing facts see Franks," Marshall-Wells store
- ISLAND HALL HOTEL — "The hotel with a beach for a doorstep"
- IDEAL BAKERY — "Ideal for every meal"
- KING'S LADIES' WEAR — "Apparel fit for a queen"
- JENKINS BROS. CONTRACTING Ltd. — Trench hoes, gradalls, graders — We specialize in subdivisions and water systems.
- If it's from MICKEY'S LADIES' WEAR you'll know it's right
- PARKSVILLE GENERAL STORE — A. & E. A. Knox. Everything in merchandise
- PARKSVILLE HOME SERVICE — "A home service away from home"
- PARKSVILLE REALTY COMPANY LIMITED — Real estate and insurance
- PARKSVILLE SERVICE LTD. — Eric Parsley—your local friendly Chevron dealer
- SAM GOUGH, JEWELLER — Tourist information, novelties, souvenirs
- THE NOTE SHOP — Music, stationery

For Further Information, Write Parksville and District Chamber of Commerce, Parksville, B.C.

Tyee Greatest Lure in Fish World

Vancouver Island waters abound in big fish, chief of which is the Tyee. It weighs up to 70 pounds. Taken on light gear the Tyee will fight for over an hour before rolling over to be gaffed. Luck does not always favor the big man with the expensive fishing gear. Above, Tommy Turner, 16 years old, is shown with the 41½-pound Tyee he caught in a fishing derby at Port Alberni, using a cheap, borrowed bamboo rod.

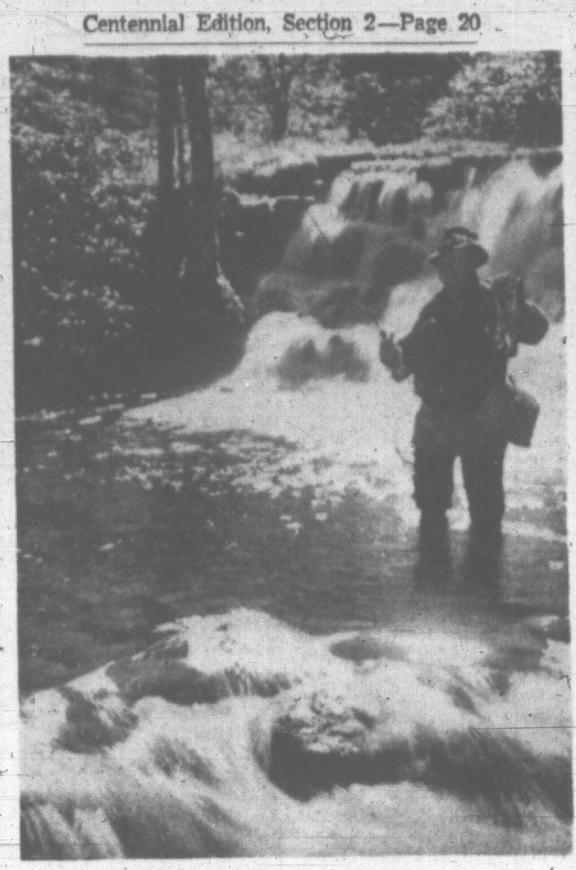
WOMAN WORLD COHO CHAMP

Mrs. Lee (Patty) Hallberg, 216 Beechwood Avenue, is holder of the world's championship for coho fishing. The 31-pound coho she landed at Cowichan Bay in October, 1947, is still the biggest one ever caught.

Mrs. Hallberg was fishing for springs and using a plug when the big coho struck. It took her half an hour to land it.

Previous to that the biggest coho taken was a 28-pounder landed at Campbell River, B.C., in 1924.

Mrs. Hallberg has received several honors. Recently the mail brought her a silver button from Field and Stream Magazine. She is also listed in World Almanac as Queen Coho.



Stream Fishing Fascinates

Beauty always surrounds the fisherman who wades the rivers or casts from the bank. The water may be roaring or peaceful, changing as the fisherman pushes upstream. There are waterfalls, wild flowers, enchanting woodlands and always the lure of the trout. These men are the elite of the fishing world and have little interest in big fish.

And little wonder! From the spectacular coho through the dogged spring and up to the coveted Tyee, Vancouver Island has it all when it comes to salmon fishing.

Campbell River has long been known to anglers everywhere for the big Tyees caught there. But they aren't any smaller in Comox Harbor, the Alberni Canal or Muchalat Arm. The Nahmint River, which empties into the Alberni Canal, and the Gold, which flows into Muchalat Arm, provide the equal of Tyee fishing anywhere, yet the Nahmint has only recently been heavily fished and the Gold is as yet inaccessible to most anglers.

Coho spawn in most Vancouver Island streams and the scrappy silvers are caught the whole length of the east coast, and off the many islands between Vancouver Island and the British Columbia mainland. Salmon fishing is probably even better off the west coast but, except for the Alberni Canal and waters off Sooke, in this opinion the most consistently productive anywhere, it is not accessible to the sports fisherman.

Just the same, one of the features about fishing here is its accessibility. It is doubtful if any urban area comparable in population to Greater Victoria has as much good fishing within such a short range.

Salmon to 40 pounds can be caught off the Victoria waterfront and it is only a 15 or 20-minute drive to small lakes which offer fine fishing for small-mouth black bass.

Only 15 miles away is Saanich Inlet, a 20-mile stretch of protected water in which salmon are caught 365 days every year. Famed Cowichan Bay, with its runs of large spring and coho, is only 45 minutes from the city centre and it takes no longer to reach the fishing grounds off Sooke.

It is understandable that more and more British Columbians are turning to fishing for their recreation. But they haven't the waters to themselves. Anglers from all over the continent in thousands, come to British Columbia each year to fish and sports fishing has become an industry in itself, involving many millions of dollars in boats, fishing tackle and all the other expenses involved, and worth more to the province's economy than commercial fishing.

One can only hope that in all the hullabaloo over industrial expansion and opportunities, sports fishing is accorded its proper place. No industry has grown faster and none will have more permanence if it is protectively developed.

TYEE KING'S RECORD FISH

Ray E. Slocum of Oakland, Calif., has the honor of landing the biggest Tyee fish at Campbell River, home of the Tyee Club of British Columbia.

On July 29, 1947, he brought to the scales a fish that went 70½ pounds.

Wallace H. McMillan of Victoria is second high man with a Tyee he landed in 1951. It gave him top honors for that year. His fish went 67 pounds.

Two women, Mrs. T. B. Randall of Vancouver, and Mrs. Hilda Kuett of Bremerton, Wash., are next in the running, each with 66-pound fish. This accomplishment made them "Tyee Man" of their respective years, Mrs. Randall in 1941 and Mrs. Kuett in 1946.

FISHERMAN'S PARADISE

No Place In World Offers So Much as B.C.

By JIM TANG

Nowhere in the world is so much offered to the sports fisherman as in British Columbia.

The emphasis, in this Centennial year is generally on industrial progress, but no review of the past or forecast of the future would be complete without an affirmation that, in spite of multiplying population and expansion of industrial areas, this province remains a veritable fisherman's paradise.

True, there may not be the variety of species featured in many tropical areas, and there is nothing comparable in size, say, to the blue-fin tuna. But in its trout, the steelhead and the Pacific salmon, this province offers the best there is in sports fishing. There is plenty of it, for 12 months each year, and it can be found within eyesight of the province's largest buildings as well as in its most remote areas.

Anglers everywhere know about the big trout to be found in lakes in the Kamloops area. They have heard about Rivers Inlet and the huge Tyee salmon up to 70 pounds, and about the king-sized coho of the Queen Charlotte Islands. And they have read with awe about steelhead up to a record 36 pounds which have been pulled out of the Kispiox River, a tributary of the mighty Skeena.

But that is only part of the story—the glamor part, perhaps, but still only a small part. It hardly begins to tell the story of sports fishing in British Columbia. Perhaps the best way to do it would be to discuss in a little more detail the fishing to be found in one specific area. Vancouver Island, for instance.

Has Everything

Perhaps no other area of comparable size has as much to offer in a fishing way as Vancouver Island. It has everything to be found in British Columbia, and in abundance.

It is a year-around delight for the fresh-water angler, its short, swift rivers and many lakes providing the best there is in trout fishing, including enough fly-fishing water to keep the purist happy.

There are big trout, up to 10 pounds, in such lakes as Buttle, Cowichan, Kennedy, Mead and Comox. In others, and the Lower Campbell is cited as one known far and wide for its productivity, there is an abundance of rainbows and cutthroats to two and three pounds and, occasionally, larger.

Among the rivers, the Cowichan is the most famous, recognized as one of the world's great fishing rivers. Fishing pressure has increased tremendously year by year, but the Cowichan continues to produce without re-stocking. It has a seemingly-endless supply of big brown trout, offers excellent fly-fishing, and has fine steelhead runs.

Steelhead Admired

No account of fishing would be complete without special mention of the steelhead. The sea-going rainbow, its growing legion of admirers claim, combines the best qualities of trout and salmon. It has the elusiveness which makes it a special quarry. It has size, and the combination of its fighting abilities and the fast water in which it usually is caught makes it a difficult fish to beach. It has become, to the west coast angler, what the muskellunge is to the easterner.

Almost all Vancouver Island rivers have steelhead runs. Best fishing on the east coast is usually in January and February with the Big and Little Qualicum, Puntledge, and Cowichan, all easily accessible, among the more heavily - fished river. Good fishing often extends into March and even early April, and there are early-spring runs in some rivers which take the season into May.

But the advent of summer need not end things for the dedicated steelheader. He can shift his activities to West coast rivers, such as the Stamp and the Ash, where there are summer-run steelhead. They are invariably smaller than the winter-run fish, usually between five and 10 pounds, but such experts as internationally - known Roderick Haig-Brown rate the summer-run steelhead as the sportiest of all game fish, pound for pound.

Fine fishing too is provided by sea-run cutthroat trout at the mouths of most Island rivers. Real gamesters weighing up to four pounds and more, they deserve more attention from the angler than they have been getting.

Nor is that all. When soon-to-be-completed roads open up some of the still-roadless areas of the Island it will make accessible lakes and rivers far superior to those which have been taking the fishing pressure.

But even with its wealth of fresh-water fishing, Vancouver Island is better-known for its salmon, and fishermen who take their sport in tidal waters far outnumber those who spend their time on lakes and streams.

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JULY 31 - AUG. 1, 2—COMOX VALLEY FALL FAIR at the new Centennial Park. A big three-day show featuring Indian display and the Centennial Pageant.

AUG. 4—VANCOUVER FESTIVAL DRAMA PRODUCTION of a Lister Sinclair historical play, written specially for Centennial Year.

AUG. 12—R.C.M.P. BAND CONCERT.

AUG. 17—"COMOX MARINE GALA." A unique day's program of water sports, boat races, Navy displays, log birling, R.C.A.F. flying fireworks and other gay events.

AUG. 23 - 24—BLUEBERRY FESTIVAL.

AUG. 24 - 31—ROTARY SALMON DERBY. Come and catch the "big ones" in Comox Bay.

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Island Has Been the Scene Of Massacres, Rivalries

Cultured and well groomed is the Vancouver Island visitors see today — still a young country, vigorous, but well-mannered and possessing a quiet, matured personality.

But her respectability is a recent thing. She was a foundling, an accidental find by searchers for another goal—the North-West Passage.

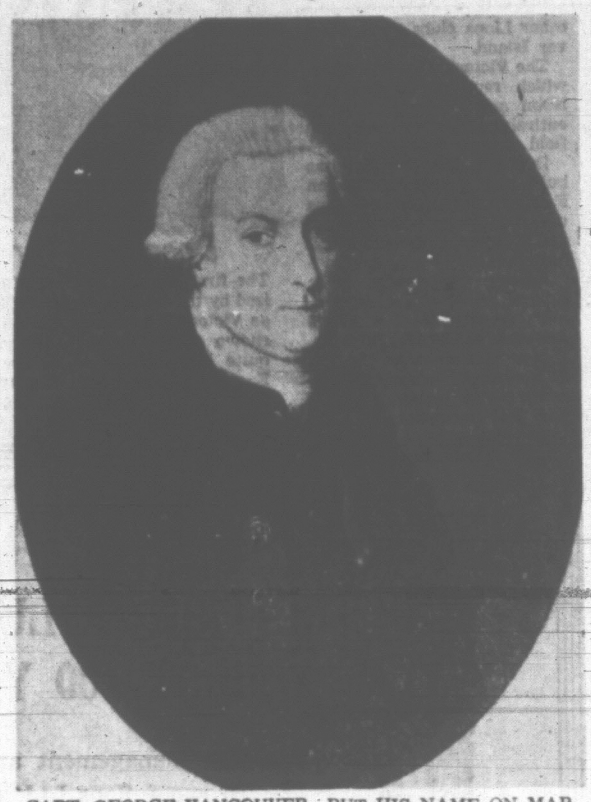
The Spaniard passed her by at first. The Englishman came not to settle with her, but to dally only while he profited from her furs.

She bought her first popularity with gold.

Her boisterous, early years were scarred with Indian troubles, rough living, rivalries and international dispute.

While Victoria, her first settlement, enjoyed fame as the greatest trading centre of the Pacific Northwest, she was known also as a centre of loose living. In the year of Victoria's incorporation, 1862, dance halls and saloons abounded.

The famed English dignity and propriety of Victoria was unknown that year—the year the first bride ship landed and lonely men chose mates as they walked down the gangplank. That was how settlement started, and from here it moved slowly up-Island.



CAPT. GEORGE VANCOUVER—PUT HIS NAME ON MAP.

James Cook First

The Spaniards passed Vancouver Island in 1774 but deigned not to land, as far as is noted in accepted histories. Capt. James Cook, RN, landed at Nootka in 1778. Fur traders followed, American, Spanish and British. Early history is scarred with seizures and slaughter.

But there was no attempt at settlement until 1843 when the Hudson's Bay Company built Fort Victoria.

There was little expansion. But in 1858 occurred the first great gold rush. Victoria had a population of 10,000 overnight and the monopoly of the HBC was withdrawn.

The gold was on the mainland, but all who came by sea, as most of them did, landed at Esquimalt, Victoria, or at Puget Sound ports. A commercial district grew in Victoria, and an agricultural district was born to feed the new city. Only 100 years ago did people really begin to think of making homes in this rough land.

Sooke, Metchosin and the Saanich Peninsula became settled areas. Sooke, named after the warlike Sooke Indians (later wiped out by a combine of Cowichans, Clallums and Nitinats), actually received its first white settlers in 1849.

Introduced Broom

But they were few. One of the first left his mark over much of the Island however. He was W. Calquhoun Grant, credited with (or cursed for, by some farmers), introducing the first seeds of Scottish broom, which now blazes like new gold from Sooke to Comox.

Esquimalt's future was assured the following year when the Royal Navy established a base there. Officers brought their wives out from England, and the navy town was born.

The Saanich Peninsula first sprouted chimney smoke in the late 1850s and mid-'60s. One, Angus McPhail was said to be first white settler, but it was William Thompson, who came three months later who stayed, eventually brought a wife from Victoria and in 1859 boasted he was the father of the first white boy born in the peninsula.

Early records show the Hudson's Bay Company probed the peninsula as early as 1852 when Chief "What-Say" Mullet "traded" the area for £41 13s. 4d. A Chief Hotutstun made a similar sharp deal for South Saanich.

Sidney came into being in 1894 after steel was brought around Cape Horn from England to build a railway between Victoria and Bazan Bay. The railway failed after 25 years of operation. Lack of water had driven the town's industrial future, exemplified chiefly by Sidney Roofing and Paper Company, to Victoria.

The Nanaimo coal fields were found in 1849 and the HBC shipped 480 barrels in 1852. Steamers headed for the gold rush, fueled there, and the town grew swiftly.

Two French-Canadian woodsmen, Labine and Fortier, built the bastion to ward off Indian attack. First named Colvilletown after HBC governor Andrew Colville, the village later adopted an Anglicized version of the Indian Sne-ny-mo, meaning "dwelling place of the tribes."

The city was incorporated in 1874. Twelve years later it was linked to Victoria by the Esquimalt and Nanaimo Railway, built by Robert Dunsmuir. It was taken over by the CPR in 1905 and was extended to service Port Alberni and the Comox Valley.

Duncan and the Cowichan area were first settled in the years following 1857. About 70 pioneers strode from the ship Hecate in 1862 at Cowichan Bay. A third of the pioneers went to Quamichan, a third to Somenos and a third to Shawnigan.

When word of the lush, rich, sheltered Cowichan Valley went abroad more settlers flocked in. An agricultural society was one of the first social organizations and the first exhibition was held in 1869.

Duncan became a real community following the building of the railway. Cobble Hill and Chemainus were designated stops by that time. It took a public demonstration to stop the train at Duncan's Crossing on its first run. Sir John A. Macdonald, premier of Canada, was aboard and so was the builder, Robert Dunsmuir. Mr. Dunsmuir promised a station

The first white settlement of the Albernis occurred about 1861. Port Alberni and Alberni were named for Spanish Don Pedro Alberni who named the waterway they share.

Agriculture was overtaken by lumbering at about the turn of the century. British sailors refitting ships in the Alberni Canal in the 1850s claimed Alberni timber made the world's finest spars. Capt. Edward Stamp, brought out a sawmill and workmen from England, deserted the sea and started one of the Island's first mills there in 1861. Two years later 59 vessels loaded 35,000,000 board feet of lumber and the industry was started. Carmichael's paper mill, which operated between 1892 and 1896, was another B.C. first claimed by the Albernis.

Ladysmith grew from coal discovered 11 miles from the present city at Extension in 1898. Known as Oyster Harbor, the place was considered destined to be a rival to Victoria by 1901.

It was in 1901 the present name was adopted, to commemorate the relief of Ladysmith during the Boer War. All streets were named after British generals in the campaign.

The coal boom lasted 17 years at Ladysmith. It was aided by a find of gold and copper on nearby Mount Sicker. A shingle mill was built and a smelter. The city was incorporated in 1904. When the coal ran out and Mount Sicker minerals dwindled, Ladysmith faltered and didn't know prosperity again until logging began in earnest in the area in 1936.

As early as 1862 ploughs were breaking ground in the Comox Valley. The Indian word Komox is said to mean "land of plenty."

Comox, Courtenay and Cumberland development found "plenty" the Indian had not guessed at. Coal deposits resulted in opening of the Cumberland Mines in 1889 by Robert Dunsmuir.

Comox Logging and Railway Company began to gather its green gold in 1909, although independents were logging much earlier.

The first 60 white settlers, bearing names still common in the area today (Beech, Cliffe, Urquhart, McPhee), found wealth in the soil. They built their first church to give thanks for it, in 1866.

Much later, in 1901, Comox Co-operative Creamery was established to market the surpluses so common to the area. The valley became noted for its dairy industry.

Spaniards Insult British Flag

During the uncertain days of 1789 when the British and Spaniards were contesting rights to Vancouver Island, Don Esteban Martinez, commandant of the Spanish ship Princessa, seized John Meares' famous trading vessel Northwest Passage, which flew the British flag, in Nootka Sound. Then, Martinez duped Capt. Colnett of the British ship Argonaut and seized her. Martinez made a play of the seizure, hauling down the British flag on Argonaut and hoisting the Spanish colors.

How Island Got Name

It was out of an international dispute that Vancouver Island got its name. Capt. George Vancouver had been sent out from England to take the Island over from the Spaniards.

At Nootka he met the Spanish commander, Bodega y Quadra, and after wining and dining ceremoniously, the two christened the disputed land "The Island of Quadra and Vancouver." Quadra, however, refused to accept terms of the hand-over treaty and his name was dropped.

Not until three years later, 1794, was the treaty finally ratified and the British flag hoisted here permanently.

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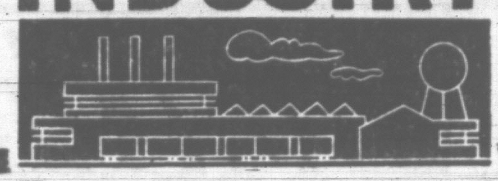

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KIWANIS VILLAGE, OUTSTANDING CONTRIBUTION BY A SERVICE CLUB.

After Lodges Money-Raising Service Clubs Play Big Role

By JOHN MICA

Woven into the fabric of B.C.'s first century is the fellowship of its men and women who banded together to help themselves and others.

This aspiration has been the fountain head of a variety of organizations which, over the years, have held the allegiance of thousands of members across the province.

It's been a king-size boon to B.C. communities. In Victoria, the service clubs alone have made a contribution estimated at $1,000,000 in fund-raising for charities, building programs and other projects.

But fellowship and service is the common thread that runs through the history of these diverse organizations—from the first Masonic lodge chartered only a year after the province's birth to the newest service club, Sertoma, organized on the eve of the B.C. centenary.

Some observers trace this development in three stages and the B.C. experience reflects this historical pattern—from the secret society with its roots in antiquity to the community-minded service club of the bustling, modern-day world.

Came to Improve Man's Character

It is significant that the Masonic Order — devoted to service through the improvement of man's character—was the first to appear in a day when dauntless men carved a province out of the expanse of mountain and forest.

The very inception of the original Victoria Lodge, chartered by the mother lodge in England as its 1,085th offspring, indicates the challenge of isolation that it met with its central tenet — the brotherhood of man and the Fatherhood of God.

Although its charter was dated May 19, 1859, the lodge could not hold its first meeting until Aug. 20, 1860, because of the long period the precious piece of paper took to arrive in its journey around Cape Horn aboard a windjammer.

Seven years later, Victoria Lodge had to combine forces with the British Columbia Lodge, also formed in Victoria, when the hard times came after the hectic gold rush petered out.

Today Victoria-Columbia Lodge still stands as the oldest of 160 Masonic lodges spread throughout B.C. with a combined membership of 26,000.

In subsequent years, the benevolent fraternities arose to meet the growing desire for security in an age when the Unemployment Insurance Act, Old Age Pensions Act and other welfare legislation were unknown.

Take Care of Man's Misfortunes

Men banded together in societies such as the Ancient Order of Foresters, Independent Order of Odd Fellows, Ancient Order of United Workmen to provide themselves with unemployment, death and disability benefits as well as an opportunity for fellowship and good works.

Many of these organizations continue functioning in the city along with the well-known Elks, Eagles and Moose lodges.

The first modern-day group was organized in Victoria in 1913 when the Rotary Club was chartered as the 90th member of the international organization formed in Chicago only eight years earlier.

From the original 27 members, the club has grown to a present-day strength of 189.

In 1949 it was instrumental in adding a new landmark in the city—the publicity bureau building from which emanate most of the lures that attract travellers from all parts of the globe to make Victoria one of the busiest ports of call in the tourist world. The club helped to raise about $20,000 for construction of the building.

This year, the club refurbished the Goodwill Enterprise building which acts as headquarters for the city's handicapped.

One of the most energetic service clubs is the Victoria Kiwanis Club, formed in 1920.

Directly and indirectly, it has provided the leadership for community projects worth almost $400,000 and soon may double this contribution if present plans to expand Kiwanis Village for senior citizens are realized.

In 1951, the club hit its high point in community service when it decided to sponsor Kiwanis Village, a $270,000 project which provides low-rent housing for 34 elderly couples and two single persons.

Kiwanians built wading pools in Beacon Hill and Central Parks, the lookout shelter at Beacon Hill and the Boy Scout headquarters on Johnson Street.

It has aided the Royal Jubilee Hospital, spending $40,000 on the maternity section and $10,000 on the TB wing. It sponsored the safety patrols which have meant much to the safety of school children.

The Kinsmen Club of Victoria has made a mighty contribution since its formation in 1926 by helping with projects worth a total of $300,000.

It has helped raise money for boys, sports, orphanages, Sunshine Camp, Milk for Britain Fund, Queen Alexandra Solarium and other charities.

In addition, it has sponsored a boys' band, provided scholarships at Victoria College and spent $28,000 on the Kinsmen Gorge Park.

The Vic-Van-Isle Kinsmen club, chartered in 1953, also has been a leader in community service. It has helped with many charities, but its chief service has been sponsorship of the Mother's March on Polio drives here which in the last six years have raised almost $250,000 for this work. That represents 18 per cent of the total collected in all of B.C.

Men are not alone in this work. The Soroptomists, a group of business and executive women who form the female equivalent of the Rotary Club, were chartered in 1932.

This club has sponsored the TB Christmas Seal campaign for the last 11 years during which time some $177,000 has been raised. In addition, the club furnished the girls' detention ward at Coldharbor and, more recently, furnished a four-bed ward at Gorge Road Hospital

The Gyro Club of Victoria has engaged in a large variety of projects since its organization in 1921.

It has furnished a room at Royal Jubilee Hospital, organized a school lacrosse league and provided equipment, donated up to 500 Christmas hampers each year during the "hungry thirties," helped with the drive to build the nurses' residence at the Solarium, equipped part of the Canadian National Institute for the Blind building, donated Victoria College scholarships, provided safety arm bands for elderly citizens and sponsored Gilbert and Sullivan Society productions for a decade as some of its community services.

The club also originated the "Use Your Vote" campaigns in civic elections here and is currently aiming its sights on development of a park at Cadboro Bay.

Victoria Lions Club has a record of more than 1,000 individual services to the community since its inception as a club in 1941.

Through sponsorship of the Easter Seal campaigns it has performed an invaluable service for crippled children and adults, providing buses, special equipment and even picking up the tab for three "blue baby" operations.

Like most of the other service clubs, it has multiplied its services over the years by sponsoring other clubs. It now holds the proud title of "grandmother" of the seven other Lions clubs on Vancouver Island.

The Victoria Optimist Club, which recently divided into Noon and Evening clubs, is entirely concerned with the field of boys' work.

Begun in 1947, the club has built the hobby centre on Fairfield Road where boys under 16 learn woodworking crafts and study oratorical techniques.

Among the many other groups working for community service is the city's newest organization, Sertoma. It was chartered on the eve of centennial year when 49 members inaugurated the club last December.

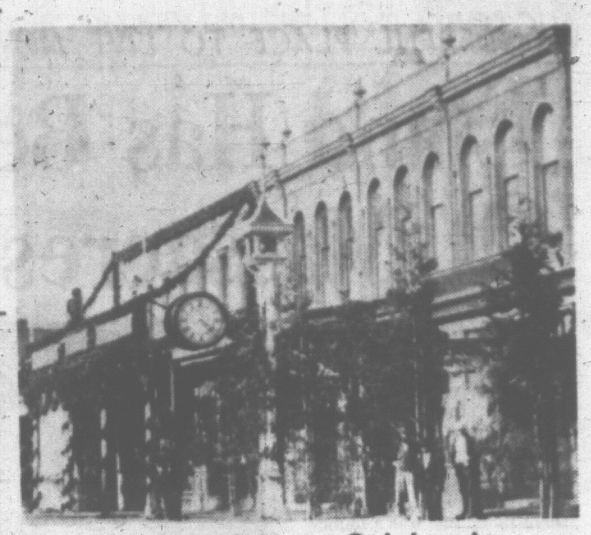
Equal Pay, Equal Work

Victoria Business and Professional Women's Club, in conjunction with sister clubs across Canada, was instrumental in having equal pay for equal work ratified in principle in British Columbia and made a federal law in the Equal Pay Act.

The local club has an active membership of 150.

The club was organized in 1921 by Miss Lottie Bowron (first president) under the name of Kumtuks Club.

In 1930 the present name was adopted. Main objectives today include better conditions for women in business and the professions through provincial and federal laws.



Decorated for a Celebration

The first lodge of any kind in British Columbia was organized by the Masonic Order in 1859 in Victoria. It was known as Victoria Lodge and had its headquarters in the building shown above. In those early days decorations, sometimes quite lavish, were a feature of all celebrations. Robert Burnaby, after whom the municipality of Burnaby was named, and a leading Mason, installed the officers of the lodge.

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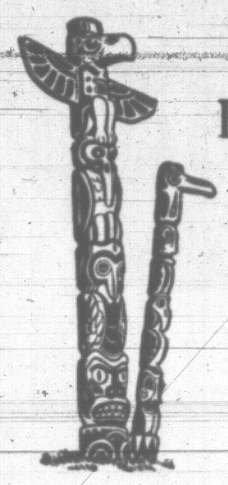

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CAMPBELL RIVER

Incorporated June 24, 1947

COMMISSIONERS:

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KENNETH McDONALD
WALTER FOGG
JACK LEE
ROBERT JAMIESON

Campbell River offers visitors during this Centennial Year a centre from which to explore the northern hinterland of Vancouver Island. See the B.C. Power Project, Elk Falls, where the water of the Campbell drops over a 120-foot fall into a narrow chasm of dewy ferns and rainbow mists of spray, see where Ripple Rock was successfully removed. The magnificent natural beauty of Strathcona Park and the best trout fishing lakes to be found on the island. Come, any season of the year, and enjoy a real vacation, where the "Big Tyee" are caught—weighing from 30 to 70 pounds.

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VICTORIA POLICE 100 YEARS OLD

Traffic Lights Blink Near Scene Of Hangings in Rough, Tough Days

By CECIL CLARK
Retired-Inspector of Provincial Police

This is not only Centennial Year for the Victoria City police; it's Centennial Year for law enforcement in Western Canada.

When Governor James Douglas appointed Irish-born Agustus F. Pemberton as the first salaried police officer on Vancouver Island on July 7, 1858, Pemberton's nearest Canadian counterpart was 2,700 miles away . . . on the shores of Lake Erie.

Pioneer police chief Pemberton quickly recruited a superintendent, a sergeant, five constables and a jailer, which accounts for the fact that, when Victoria was incorporated four years later, its police force was already on the job.

In its hundred-year history, the Victoria Police have performed some strange tasks, but strangest form of traffic duty must have been one morning in May, 1863, when they handled a crowd of five or six hundred Indians and whites outside the stone and brick police barracks on lower Bastion Street.

Fourth Man Fell

Occasion was the public execution of three Indians, convicted of the murder of settler Brady at Pender Island.

The scaffold had been erected during night hours and, although daylight saw three condemned men on the platform, four fell from sight at the pull of a lever.

Fourth man was an onlooker in the crowd . . . he fainted!

Others in the crowd were seen to change color.

Today, a block from that pioneer scene, only thing that changes color is the orderly blinking of the traffic lights at View and Government Streets.

Altogether, seven men were hanged publicly in Bastion Square that summer of '63.

Did His Duty

When Pemberton's officers first enforced the law, Victoria was a sprawling collection of shacks and tents clustered around the north and east side of the stockaded fort, with a trail that led to James Bay around the head of a mud flat where the newly-arrived Sisters of St. Ann proposed to erect a school.

Unworried about radio, patrol wagons, telephones or fingerprints, chief pre-occupation of the early day Victoria police department was fire protection. There weren't enough buckets in the town to form a bucket brigade from the waterfront. Had there been a civic water supply nobody could have taken a bath. Victoria didn't boast a bath tub!

But, if there were no conviences, there was law. Unlike the American west where law and order belatedly followed the settler, here the miner scrambled off the ship at Esquimalt to find the law already established.

Followed Miners

Nine years before the gold rush, the British government had clothed its distant Pacific colony with "An Act to provide for the Administration of Justice on Vancouver's Island."

Before the gold rush there had seldom been need to invoke the statute. And less need for vigilantes or lynch law. The courts, personified by Chief Justices Cameron and Begbie, saw to that.

Wrote U.S. historian George Bancroft of Begbie and B.C. law:

"His own duty was always plain and he did it . . . considering the circumstances surrounding the beginning, the unruly wild men and the unruly gold gatherers, society during these incipient stages was, I say, a marvel of order and obedience to law . . . he felt the peace and good behavior of the whole country to be his immediate care and woe to any constable or magistrate derelict in his duty in bringing criminals to justice. The consequence of it all was that never in the pacification and settlement of any section of America have there been so few disturbances, so few crimes against life and property."

In reality, Pemberton's appointment was a stop gap. The Governor had been in touch with London's Colonial Office (three months each way by windjammer) suggesting the formation of a police force and word from England had it that an ex-Inspector of the Royal Irish Constabularly, 43-year-old Crimean veteran Chartres, Brew, was being sent out to organize the police.

By mid-summer of 1958, Douglas, swept up in the tide of gold hungry newcomers, took time by the forelock and appointed on-the-spot Pemberton.

Brew, despite being shipwrecked in mid-Atlantic, arrived in Victoria, via Panama, only a day behind schedule and in time for the famous proclamation ceremony at Fort Langley on Nov. 19. There he was sworn in as Chief Inspector of Police and quickly set about organizing a colonial constabulary on the Mainland, a force which, on B.C.'s entry into the scheme of Canadian conferedation in 1871, became the now legendary B.C. Provincial Police, and antedated by 15 years the arrival of the Northwest Mounted Police on the Prairies.

Brew's police posts followed the miners who pushed up the Fraser Canyon into the Cariboo, into the Omenica, the Cassiar and finally the Kootenays. From a single provincial constable, posted to Burrard Inlet in 1872, grew today's Vancouver force of around 800 men.

By horse, dog team, canoe and sailboat, pioneer B.C. police officers battled distance and the elements in their task of taking the Queen's law to the far corners of the province.

Incredible are some of the stories of early-day hardship in the law enforcement field, where the most rugged country in Canada backgrounded the pursuit of stage robbers, rustlers and coastal desperadoes. Men took prisoners overland from Atlin to Hazelton, some lost their lives doing it.

One famous outlaw quartette, the McLean brothers and Alex Hare, caught after they murdered Constable Ussher, were escorted from Kamloops to New Westminster on horseback, each prisoner's legs shackled under his horse's belly. There was no thought of taking a train . . . the CPR wouldn't be built for five years!

It was winter and down through the defiles of the snow-laden Fraser canyon seven men on seven horses slowly picked their way. At Yale they took to canoes. River ice blocked their way at Chilliwack, and they finished the journey by horse-drawn wagon, the manacled prisoners lying on straw.

End of the trip across the frozen Fraser at New Westminster culminated in B.C.'s second quadruple hanging. Youngest of the outlaws was only 15.

Chain Gangs

Early day jails took their tone from the Victorian era, with 12-pound leg irons riveted around the prisoner's ankles, the two long connecting links hitched up at the centre and fastened to the waist belt. Rivetted on entry, cut off with a cold chisel on discharge, prisoners worked, slept and ate in their fetters.

Shackled prison work-gangs mending city streets were a common feature of B.C.'s principal towns up to the turn of the century. Most of the rock for Victoria's early streets was broken by prisoners in a rock cut at Topaz Avenue. Government house grounds were fashioned by men who clinked as they worked.

With the Victorian era's disregard for the niceties of human behavior many of those executed at the old Hillside jail (now site of the S. J.

(Continued on Page 24)

Taking the Chicken Oath

Outside the courthouse in Bastion Square a Chinaman is shown taking the Chicken Oath before giving testimony. While an officer of the law holds a chicken's head on a block of wood the Chinaman is swinging a small hatchet to sever the head. This oath is not used very often today. If the Chinaman declines to swear the Christian oath he may ask for the "paper" or "saucer" oath. Writing his name on a piece of paper he then sets fire to it and declares that, if he fails to tell the truth, his soul shall burn like the paper. The saucer oath is simpler. The witness takes a saucer and smashes it. In this same Bastion Square seven men were hanged publicly in 1863.

YESTERDAY'S POLICE CONSTABLE WORKED WITH A HORSE.

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LET'S ALL CELEBRATE B.C.'S 100th ANNIVERSARY BY HOLIDAYING IN B.C.

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THE TOWNSHIP OF ESQUIMALT JOINS IN CELEBRATING THE

BRITISH COLUMBIA CENTENNIAL

The residents of Esquimalt, whose history goes back to 1790 when Spanish ships were using its land-locked harbour, join wholeheartedly in celebrating British Columbia's Centennial Year.

Having shared in the growth and prosperity of the Province, the Municipality, incorporated in 1912, is now a progressive and well-serviced area containing the nation's Pacific Naval base, Army garrison and training establishments, one of the world's largest graving docks, a large shipyard and other important commercial undertakings and is being rapidly developed with modern homes and the facilities required for them.

Facing on the Straits of Juan de Fuca and bounded by Esquimalt Harbour and the Gorge Waters, not the least of Esquimalt's attractions with its hilly terrain, is its natural scenic beauty.

Having such good reasons for celebrating the past, the residents of Esquimalt look forward in confidence to future years of happiness and prosperity with fellow residents of the Province.

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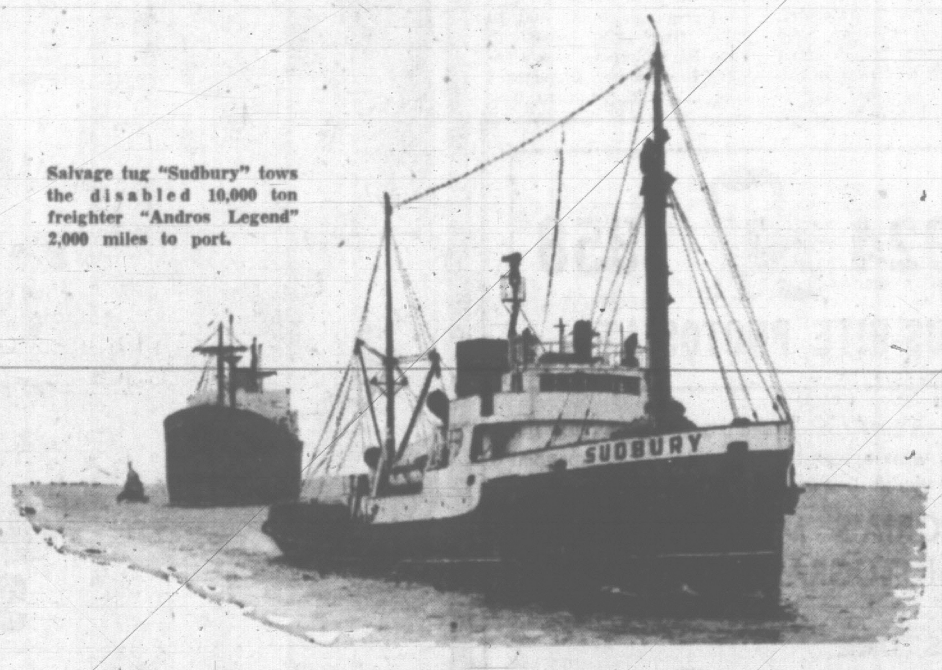

Salvage tug "Sudbury" tows the disabled 10,000 ton freighter "Andros Legend" 2,000 miles to port.

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'TRAFFIC LIGHTS' (Continued)

London Bobby Dress Goes

Tourists Liked This Helmet

For many years the Victoria police tried to discard the antique type of helmet, tunic with tight-fitting collar, Prince Albert-type overcoat with a night-club hanging from a belt. It was uncomfortable. But their efforts were stoutly resisted because of the tourist industry. United States visitors felt they had really been in England if they could photograph one of these strangely-dressed constables, who, on a summer day would be withering. Time, however, brought the change, and today the officers can smile in their uniforms, as shown below.

Continued from Page 23

Willis High School) were buried in quicklime under the exercise yard. In this till-top bastille the Island's most famous criminals ended their days, men like Sproule, who wouldn't be hanged in slippers and preferred boots. Or, Al Stroebel, who played himself to the gallows on a mouth organ.

Housed there in one of the 66, six-by-nine-foot cells, was coast outlaw Ben Kennedy, one-time member of the Jesse James gang.

Some of Chinatown's more ambitious hatchet men ended their days there.

The inmates were of all ages, from a boy of 10 who got three years for mischief, to old Danny Creigan, who went in at 90. Danny could look back on service with the East India Company, and remembered Havelock and Outram.

Many of the prisoners were sailors from Her Majesty's square-rigged warships anchored in Esquimalt harbor. They spent their days picking oakum for the Queen's ships.

With the passage of years came changes in B.C.'s law enforcement set-up. One by one, cities and municipalities formed their own police forces, until in 1924, many started passing their law enforcement problems back to the Province. The Provincial Police took up these fresh municipal duties until they, in turn, were absorbed in the RCM Police in 1950. Today over 2,000 policemen handle B.C.'s police problems.

The old "Provincial," however, are still remembered for their 92-year contribution to western law enforcement. At disbandment they were the oldest territorial police force in North America (Massachusetts State Constabulary were second) and, in their day pioneered such police practices as traffic control, police trainning, science and forensic medicine and short-wave communication. Their city-to-city radio net in 1929 was the first of its kind in North America.

Victoria's city force have also come a long way since public hangings were a Bastion Square feature. Few know that back in 1897 they were the first in the west to photograph prisoners and, in 1917, fingerprint assistant, Miss Bartholomew, was Canada's first woman fingerprint expert. The local bureau, now in its 47th year, has close to 100,000 prints on file.

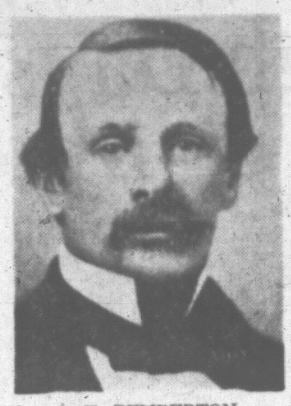
Uniforms, too, changed with the passage of time. At the turn of the century the Victoria policeman wore the popular bell-shaped helmet, sported a knee-length Prince Albert with two rows of brass buttons down the front, and from his patent leather belt hung a night stick. On city streets he had to be adept not only at grasping a situation, but also the culprit. There was no patrol wagon and he had to walk his prisoner to the station. The recalcitrant were occasionally heaved into a hack.

It wasn't until 1904 that the horse-drawn patrol wagon appeared. Its two galloping white horses and clanging gong were a downtown feature on busy Saturday nights.

Disdaining anonymity, its "customers" could be recognized through the wire netting on each side.

Corner phone boxes came in 1906 and 1912 saw the first motor patrol wagon, a Cadillac.

Today, Chief John Blackstock, 31 years on the force, (his uncle served on it 59 years ago), heads a force of 103, whose historical interest quickened on July 7, the hundredth anniversary of the day when a police officer first patrolled Victoria's streets.



A. F. PEMBERTON
. . . Chief, 1858.

JOHN BLACKSTOCK
. . . Chief, 1958.

. . . WOMEN . . .

Continued from Page 3

passed by the provincial government in 1920.

In 1935 an amendment was passed providing for a pension to be granted, in cases where the husband was totally incapacitated and in 1937 the act was repealed. A new Mothers' Allowance Act indicated a change in thinking over the years. Rather than denoting a perpetual "pension," mothers' allowances denoted assistance for the "duration of a mother's need of it."

One of the most notable victories won in women's fight for better conditions was in 1918 when the provincial government passed the Women's Minimum Wage Act, which provided that experienced women workers should not be paid less than a living wage. Later the act was amended to include hours and conditions of work as well as wages.

An Hours of Work Act was passed in 1923 and an amendment to this act extended protection to children in industry.

To better the conditions of workers in shops, an amendment to the Shops Act was introduced in 1922. The exploitation of young people, under the guise of apprenticeship, was safeguarded under the Apprentice Act.

Over the years these acts have been amended and changed to meet current conditions with the result that British Columbia today leads in legislation that has given benefits to women and children.

Lighting the Sea . . .

Aids to navigation were almost unknown when British Columbia was born.

Esquimalt, being the base of the Royal Navy in 1858, demanded some attention and the intricate channel into Victoria's inner harbor presented a difficult job for navigators.

Two beacons were established on what is now Beacon Hill in Victoria. When these beacons were lined up, a ship was on a true course to make the harbor.

The Royal Navy took care of its problem of getting safely in and out of Esquimalt harbor in the dark by building two lighthouses, one on Race Rocks.

These lighthouses were built of stone in England and the sections shipped to Esquimalt. They were placed in operation in 1860 and have been operating ever since.

Even in 1900 there were but 34 aids to navigation in British Columbia waters.

Today, it's a different story. There are approximately 700 aids in the form of lighthouses, beacons and buoys. There are 32 fog horns.

The B.C. coastline, with its many blinking lights, is like a lighted highway. If fog shuts down the deep, penetrating blasts from the horns are so spaced that ships can hold their courses without trouble. In addition, there are the wireless stations, which are part of the directional system, and radar.

The Light Everyone Knows

Race Rocks has a magic name for residents of Victoria as well as for the mariner. Its lighthouse is a familiar landmark and its flashing light at night is a reminder of the dangers that lurk in its area. The light marks the southern tip of Vancouver Island and is a turning point for all ships bound in or out of Victoria or Vancouver. At certain stages of the tide the water rushes pass Race Rocks at speed of 10 knots. Many boats came to grief there in days gone by and numerous lives were lost.

1924 1958

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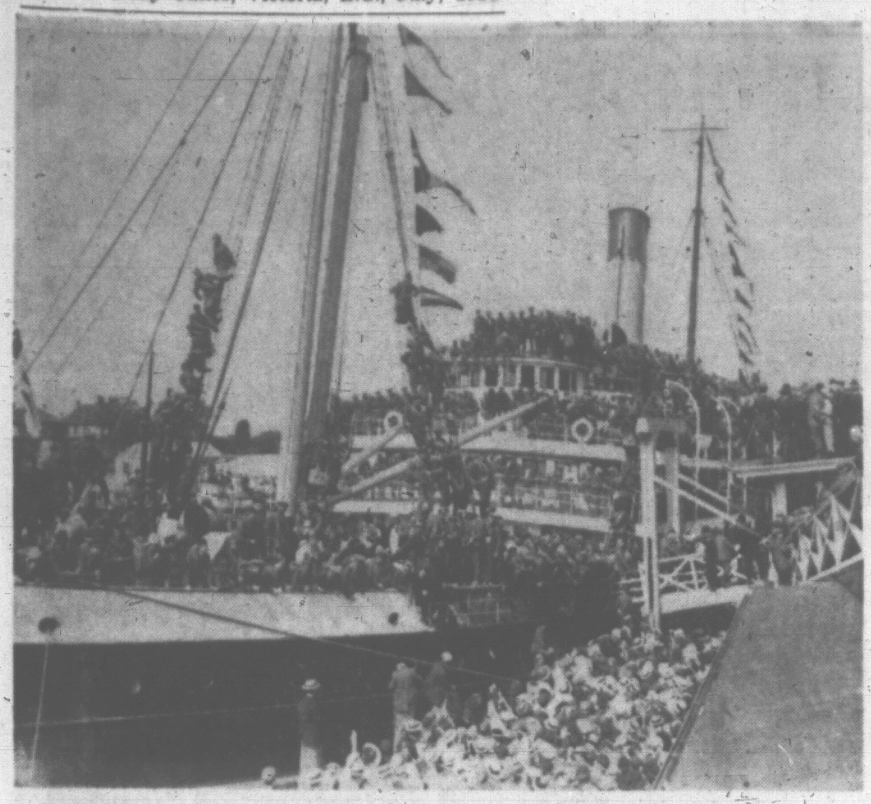

Carried Soldiers to Fight—Passengers to Death

This historic picture shows the CPR steamer Princess Sophia leaving Victoria in August, 1914, with the first troops bound for overseas service in the First World War. The men were given a tremendous sendoff but many never returned and others were badly wounded. On October 26, 1918, almost on the eve of the armistice, the Princess Sophia was southbound from Skagway, Alaska, for Victoria, when she struck a rock and sank, carrying 343 persons to their death. No one survived the disaster.

. . . CRICKET AND COUGARS . . . Continued

BOXING

McLarnin and Esquimalt's Joe Bayley were the most famous of the province's boxers. Bayley pounded his way to the Canadian lightweight crown when he beat Pat Scott of Montreal shortly before First World War, and McLarnin, Vancouver's former "baby-faced" battler, won the world welterweight title with his combination of boxing skill and knockout power.

He belted the crown away from Young Corbett III in one round in 1933 and later lost, won and lost in three famous championship fights with Barney Ross.

SWIMMING

British Columbia swimmers have made tremendous strides in the past 15 years and now hold an imposing number of Canadian records. Helen Stewart of Vancouver broke the world's 100-yard freestyle record in 1956 with a time of 57.6 seconds.

The previous year, Miss Stewart became the first Canadian woman to win an international championship. She topped the freestyle sprint field at Mexico City's Pan-American Games in 1955 and later won the U.S. junior 500-yard crown in record time.

Peter Salmon, one of several Victoria swimmers to earn places on Empire or Olympic games squads, hit the headlines in 1950 by winning the 110-yard Empire freestyle title.

Greatest Brother Act

LYNN PATRICK — MUZZ PATRICK

The biggest prize gained in the sports world by any brothers born in British Columbia has fallen to the lot of a pair of Patricks, Lynn and Murray, who are natives of Victoria. After outstanding careers as amateur athletes they started playing hockey and wound up as members of the New York Rangers. When their playing days ended they became coaches and today Lynn is manager of the Boston Bruins and Murray, familiarly known as "Muzz," is manager of the New York Rangers. They have paralleled to a great degree the careers of another pair of Patricks, Lester, father of Lynn and Muzz, and Frank, their uncle.

SOCCER

Since Nanaimo won the West Coast's first national soccer crown in 1925, B.C. has produced many other championship teams and many great stars.

Brightest of the soccer stars was Scottish-born inside-left Dave Turner (now deputy minister of Recreation and Conservation) who brought his talents to Cumberland in 1923 and later helped New Westminster Royals to four national titles between 1927 and 1936.

Enshrined with Turner and Baker in Canada's Sports Hall of Fame at Toronto are Torchy Peden and Jimmy McLarnin—each a world champion—and Dr. Jack Wright.

Those who remember the bright days of Vancouver Island soccer will still recall players like Jimmy Adam, Alec Crawford, Bob Whyte, Johnny Peden, Fats Edmunds, Davie Dugan and Daisy Waugh.

Still fresh in memory is the Victoria side of 1951, which, with Joe Travis starring in goal and brother Ab Travis scoring the only goal, upset Fulham of the English League, and the B.C. All-Stars, who defeated England's Tottenham Hotspur last year and Aberdeen of the Scottish League in 1956.

TENNIS

Tennis was one of B.C.'s early sports and the provincial championship tournament, established in 1888, is western America's oldest title event.

Born in Nelson, Dr. Jack Wright was the greatest of all Dominion net stars. Playing mostly in Montreal, he was a three-time Canadian champion and played on 11 successive Davis Cup teams from 1923 to 1933.

Probably the high point in B.C. tennis came in 1913, when three Victorians — Bernie Schwengers, Capt. J. F. Foulkes and B. J. Powell—played on Canada's Davis Cup team. They defeated South Africa but lost out to the U.S. team in the next round.

Schwengers, Canadian singles champion in 1911 and 1912, and Powell formed a two-man Davis Cup team in 1914 and lost to Australia.

Hope Leeming of Victoria won the Canadian women's singles title in 1925 and 1926 and Vancouver's Caroline Deacon took the title in 1933.

Victoria was host to the 1956 Davis Cup series against the U.S. and this year Vancouver's Lorne Main has been named captain of the cup team.

FOOTBALL

Canadian football zoomed into prominence on the Pacific coast in 1954, when Annis Stukus obtained a Western Interprovincial Football Union franchise for B.C. Lions. The Lions have yet to win a championship, but Empire Stadium was the scene of the 1955 Canadian final and Vancouver will again host the Grey Cup classic next November.

CRICKET

Cricket and rugby have marched at a steady pace through the years. Cricketers enjoyed their greatest triumph in 1932, when the Australian test team played a series of matches in B.C. and was defeated, 140-128, by the Vancouver side. With the Australians was Don Bradman, considered by many the greatest batsman of all time.

Highlights in rugby included a 1931 visit to Japan by a B.C. all-star squad and a B.C. victory over the touring Australian Wallabies last March.

A Fine Example

ARCHIE McKINNON has been not only the greatest athletic coach in the history of this province, but he has been an inspiration to all youngsters. Archie has set a fine example to the youth of Victoria, in particular, and on his solid shoulders has rested much of the popularity gained by the YMCA, of which he is physical director.

COACHES

Not to be forgotten are the coaches who have labored to develop B.C.'s athletes. Victoria's Archie McKinnon has coached Canadian squads at four Olympic Games, guiding two swimming teams, a diving and a track team. Bruce Humber of Victoria and Vancouver's Percy Norman have coached Canada's representatives in Empire and Olympic events.

British Columbia's first 100 years have been a century of progress for her athletes. They have gradually built the province into an athletic giant.

. . . SAIL, PADDLE, GAS ENGINE

Continued from Page 15

Troup then went ahead with other Princesses for the night run between here and Vancouver. He invaded the Alaskan service and ballyhooed the tourist trade to Alaska. As far back as 1913 he foresaw Nanaimo becoming a main connecting link between the Island and the Mainland. After experimenting with a little ship, the Joan, he went to Scotland and bought one of the first turbine ships, the Princess Patricia, and, at some risk owing to her slender lines, got her to this port around the end of South America. She reduced the running time between Nanaimo and Vancouver from four hours to two.

Troup was one of the first men in British Columbia to own an automobile and he kept a close tab on the public's reaction to it. When he found that people wanted to roll on wheels he determined to see that they came to British Columbia and had ships constructed with more headroom and more space in the 'tween decks for the storing of cars. So began the great parade of motor cars each year to Vancouver Island.

Today we have the two most expensive Princesses in history, the Patricia and Marguerite, running in the Triangle Service.

Out of Nanaimo two of the biggest motor-car ferries in the world, the Princess of Nanaimo and Princess of Vancouver, are in regular service.

In addition another company, the Black Ball, also participates in this service, with the Chinook and Kahloke.

Troup had to weather one terrific casualty. His Princess Sophia, which had taken the first troops from Victoria to Vancouver when war broke out in August, 1918, was to be the victim of one of the worst sea tragedies in the history of this Coast. Sixteen days before Armistice Day, Nov. 11, 1918, the Sophia sank in Alaska waters with the loss of 343 persons. There was no survivor.

During the heyday of coastal travel two other companies were having a fling at it. They were the Union Steamship Co. and the Grand Trunk Pacific Steamships, later to be known as Canadian National Steamships. Union operated and still operates smaller vessels, with stops at many ports, while Grand Trunk was interested in the bigger business, although it did have a few slower ships which visited the Queen Charlotte Islands and many of the smaller ports on the Mainland coast.

The Grand Trunk was ambitious. It was pushing a transcontinental railroad through the middle of British Columbia into a new port, Prince Rupert, which they hoped would draw the Oriental trade away from Vancouver.

Two "three-stackers," the Prince Rupert and Prince George, came here in 1910 and began operating a semi-weekly service between Prince Rupert and Stewart in the north and Victoria, Vancouver and Seattle in the south. After some time Seattle and Victoria were eliminated from the schedule. No Oriental ships ever fell for the lure of Prince Rupert.

When Sir Henry Thornton became president of the Canadian National Railways in the twenties he dreamed of bigger ships and a new service. He ordered a trio of dandy vessels, the Prince Robert, Prince Henry and Prince David, for the Triangle Service and the Alaska route, in summer. Unfortunately they arrived at the height of the depression when there was no business and, after two of them had given a little excitement to the Triangle service, they were withdrawn.

Eventually the trio found a useful role when war broke out in 1939. They were converted into auxiliary cruisers and compiled an impressive record of service.

Of the large fleet of Prince boats only one remains in operation today. She is the Prince George, which was built in Victoria in 1946. Her service is restricted to the Alaska tourist trade for a few months in the summer.

The Union Steamship Co. is continuing in service but, an announcement late last year that it would suspend a service, drew attention to the trend in shipping on this coast. The West Coast of Vancouver Island once provided profitable routes for boats, but there is little offering today in either passengers or freight.

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THEN...

Over 100 years ago the natives of B.C. lived in an economy based on the forest. The woods provided the material for their clothing, homes, furniture and household utensils; their transportation, their hunting and fishing equipment, their recreation and their art. The Tsimshian Indian homemaker of the Skeena River area shown here wears a cape and skirt of Cedar bark as she prepares the family meal in wooden utensils.

AND NOW...

these same forests are playing an important role in the lives of Canadians everywhere. Columbia Cellulose and Celgar, manufacturers of pulp and lumber products, together with their affiliated companies are producing textile fibres, plastics and many other products of modern living.

Today's homemaker depends on lumber in its many forms for construction of her home. She wears dresses of Acetate and Arnel† —beautiful textile fibres made from wood. Curtains and draperies are made of Fortisan† (another cellulose fibre of exceptional strength and beauty). Spectacle frames, combs, beads, and shoe heels are made of Lumarith† (cellulose acetate)—a plastic made from wood. Prepackaged foods and soft goods are displayed and sold in window boxes and bags and other containers made of Lumarith† Acetate film and sheet. Household appliance handles and other parts, telephone sets and radio cabinets are all moulded of cellulose plastics such as Lumarith† and Forticel†.

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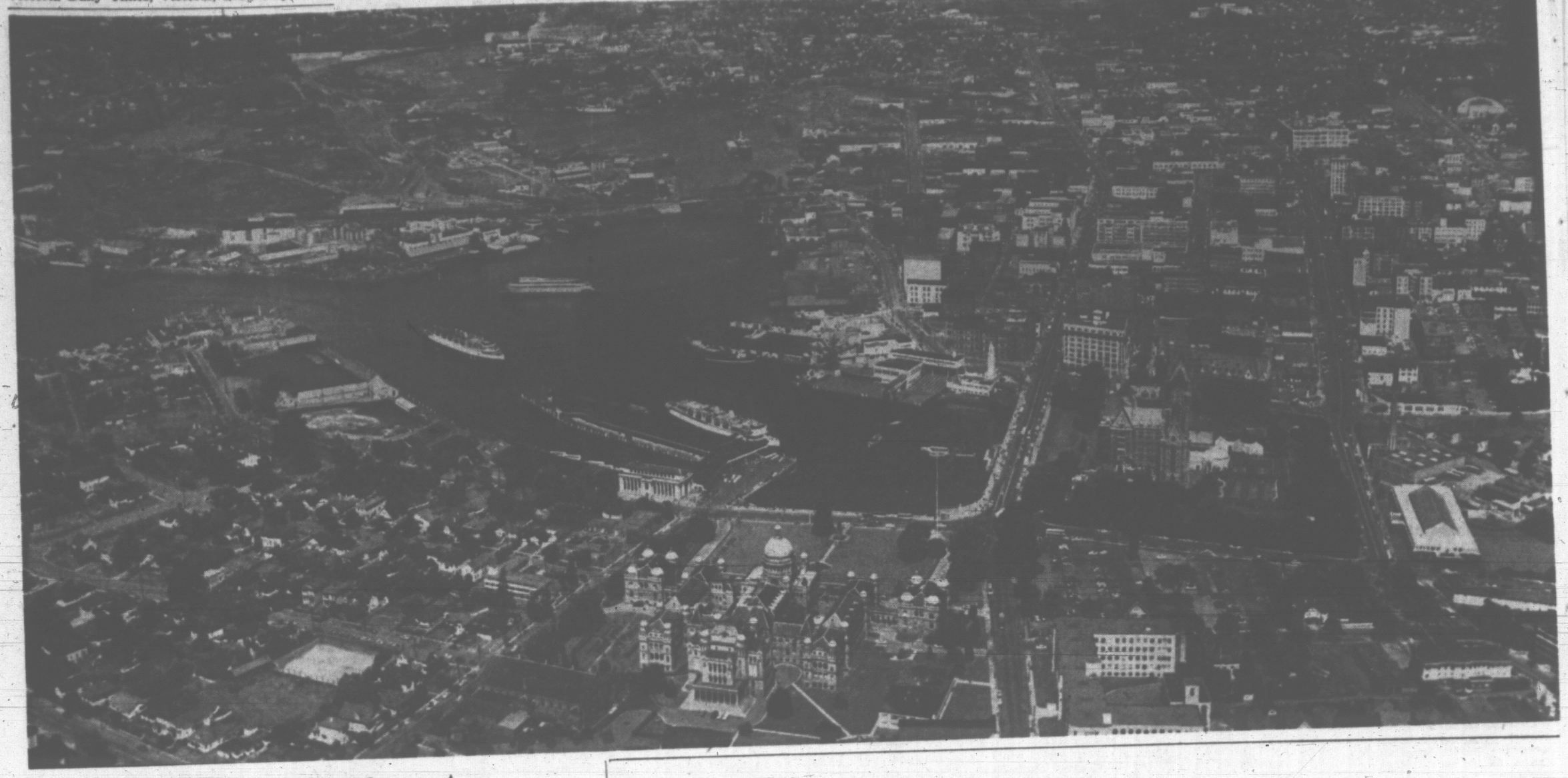

Just a Fort 100 Years Ago

When James Douglas first saw the shores of what is now Victoria he liked them. When officers of the Royal Navy saw them about the same time they liked them, too. Both Douglas and the Navy decided to make their headquarters here.

Since that time hundreds of thousands of people have looked upon these same shores and liked them. Many returned to settle; others made up their minds that when they retired they would come to Victoria and make their home.

Victoria has been called "the westernmost outpost of Empire, "a little bit of old England on the shores of the Pacific," and "the paradise of Canada." It has also been grossly mislabeled as "a cemetery," "Sleepy Hollow," "a good place to say away from," but just the same the slogan "Follow the Birds to Victoria" continues to bring flocks of people to the city.

The above picture shows the inner harbor in which the steamers move like toys. In that same basin 100 years ago the miners arrived and outfitted for their expedition to the gold fields.

In those days there was little settlement around the shores of the harbor, and Fort Victoria was the badge of authority on the land directly across from the Parliament Buildings, in foreground.

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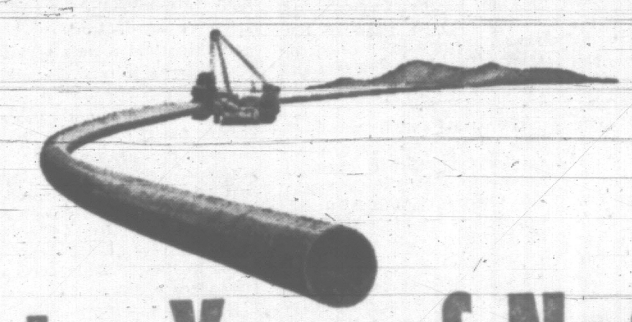


What a Year of Natural Gas Has Meant to British Columbia

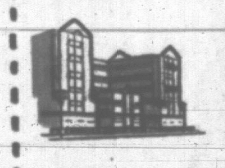
GREATER EMPLOYMENT . . .
New industries have followed the construction of Westcoast Transmission's 650-mile natural gas pipeline. Chemical plants, sulphur plants, new refineries, appliance manufacturing plants, and even the pipeline itself have provided hundreds of new jobs. More employment for more people in a booming British Columbia!

INCREASED PAYROLLS . . .
Before the familiar blue flame reaches your homes, natural gas flows through hundreds of miles of underground pipe. Over $200 million . . . dollars that entered the life stream of B.C.'s economy . . . were spent bringing Peace River gas to market! More people have been employed—to manufacture, lay and connect the pipeline . . . to serve and service gas customers.

MODERN, ECONOMICAL LIVING . . .
British Columbia families live better—thanks to modern automatic appliances and heating units which use natural gas . . . nature's most efficient fuel! Natural gas is the perfect fuel . . . ideal for many main household uses—from heating and cooking to incineration and refrigeration!

FUTURE ELECTRICAL CAPACITY . . .
Today, natural gas is being used to produce a large part of the electricity used in central British Columbia. And this modern fuel will be used to power other electrical generators—producing additional kilowatts.

IMPROVED PRODUCTS . . .
Industries, such as bakeries, ceramic plants and foundries, have installed gas-fired ovens. The reason—natural gas is the only fuel that gives instantly controllable, exact heat, which makes it possible to produce finer, more improved products.



NEW EFFICIENCY FOR INSTITUTIONS . . .
Major hospitals in British Columbia, like Vancouver's St. Paul's, have cut costs by converting to gas heating plants. Natural gas is non-poisonous, burns efficiently—a silent, reliable servant.

In just one year, natural gas has revolutionized the economy of British Columbia, providing benefits for all its people. Harnessing of this great natural resource has stimulated the search for new reserves and created new royalty revenues for the people.

Westcoast Transmission . . . planners, developers and operators of the 650-mile pipeline that brings you this beneficial, modern fuel . . . is proud of its contribution to the development of Canada's Pacific Coast Province.

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ARTIST'S SKETCH OF GOVERNMENT HOUSE NOW UNDER CONSTRUCTION

GOVERNMENT HOUSE CHANGES

Draughty Old Castle To Imposing Mansion

By BARNEY McKINLEY

History of Government House as an official residence on the scenic Rockland Avenue site of today dates back to 1865—two years before Confederation and six years before British Columbia joined the nation.

In that year the government of the crown colony of British Columbia purchased for $19,000 a draughty old private residence, Cary Castle, as official residence of Governor Arthur Kennedy, the colony's last governor before it amalgamated with the mainland colony.

An original Cary Castle had been built on the rocky prominence overlooking Juan de Fuca Strait in 1852 by George Hunter Cary, then attorney-general of the Vancouver Island colony, as a private home.

The ill-fated "castle" burned down within three months and Cary waited seven years before building a second on the ruins of the old. This was the building bought by the government.

As the residence of the Lieutenant-Governor of British Columbia the story of Cary Castle and its successor, naturally begins in 1871, the year B.C.

First lieutenant-governor to reside in the turreted and ornate old building, described by one writer as the haunt of rats and woodpeckers, was Sir Joseph J. W. Trutch, 1871-1876.

Second lieutenant-governor of the province and second tenant to brave the trials of Cary Castle was Albert Norton Richards, 1876 to 1881. It was during his tenure that the old residence, to which every drop of water had to be transported in barrels, sheltered a governor-general of Canada and his wife during a visit to the West Coast.

Fire Again Destroys Castle

During the period of office of Clement Francis Cornwall, 1881-1887, third lieutenant-governor occurred the visit of another governor-general, the Marquis of Lorne and his royal wife, Princess Louise, first royal visitor to Vancouver Island.

The couple found the weather, the scenery and the gardens, already shaping up as among the finest on the continent, so entrancing they stayed 10 weeks instead of a scheduled 10 days.

Lieutenant-governors in succession after the Cornwall tenure were Hugh Nelson, 1887-1892, Edgar Dewdney, 1892-1897, and Thomas Robert McInnes, 1897-1900. The last-named was in residence in 1899 when fire destroyed Cary Castle.

The fire broke out early in the morning of May 18, and completely wiped out the major part of the old house. The lieutenant-governor saved only his official uniform and escaped with his life by running from the blazing building with sparks and embers flying about him.

Following the fire he took up temporary residence in the famous Driard Hotel, now part of the present Eaton's store. Later he moved to the A. A. Green mansion on Moss Street (later the David Spencer home and now the Greater Victoria Art Gallery).

New House Ordered

In 1901 the government got moving on the construction of a new Government House on the same site.

F. M. Rattenbury, famed as the architect of the main block of the Parliament Buildings and later of the Empress Hotel, was supervising-architect for the new Government House to be built at a reported price of $50,000.

The new residence was ready for occupancy in 1904. It was to serve the Province and its lieutenant-governors well until the disastrous fire of April 15, 1957.

First occupants of the new building were Sir Henri and Lady Joly de Lotbiniere. They moved in in August, 1904, when the governor was better than half-way through his 1900-1906 term of office.

After spending the first part of their British Columbia stay at Spencer House, they now found themselves in possession of a new 30-room residence, located on a knoll 175 feet above sea-level and scarcely a mile from the southern shore of Vancouver Island.

During the de Lotbinieres residence many improvements were made to the landscaping of the grounds, and trees planted then still form part of the gardens of today.

Hon. James Dunsmuir, 1906-1909, followed Sir Henri as lieutenant-governor and tenant of Government House. During his residency tennis courts and croquet lawns were established on the spacious grounds.

Successor to James Dunsmuir was Thomas Wilson Paterson, 1909-1914, and following him during the dark years of the First World War, Sir Frank Stillman Barnard, 1914-1919.

Next in line was Col. Edward Gawler Prior, 1919-1920, first lieutenant-governor to die in office, and then Walter Cameron Nichol, 1920-1926, and Robert Randolph Bruce, 1926-1931.

John William Fordham Johnson was lieutenant-governor from 1931 to 1936. Eric W. Hamber, 1936-1941, and Col. W. C. Woodward, 1941-1946, shared Second World War years.

Housed in Empress

Mining magnate Charles A. Banks, 1946-1950, and famous B.C. shipbuilder Clarence Wallace, 1950-1955, were the immediate predecessors to the present lieutenant-governor, Hon. Frank Ross, now temporarily housed in an Empress Hotel suite pending the erection of the new $800,000 Government House scheduled originally for completion this fall.

Opening in '58 or '59 of this third Government House will mean the resumption of a long tradition of beauty and hospitality.

Through the years, successive lieutenant-governors, their wives and families and staffs, have contributed to the adornment and improvement of the Government House grounds until today they rank among the finest for charm and color.

And through the years Government House, as it will be again, has been the scene of the demonstration of B.C.'s official hospitality. Princes and prelates have gazed out over Juan de Fuca from the windows of Cary Castle or the stately home destroyed in the '57 fire. A king has strolled in the gardens. And an estimated 250,000 visitors, high-ranked and low, have been warmly greeted.

Perhaps proudest hours in the history of the Government Houses came in May of 1939 when King George VI and Queen Elizabeth spent 36 hours as guests of Lieutenant-Governor Eric Hamber and Mrs. Hamber and the people of this Province.

Governors-general and prime ministers of Canada, federal senators and provincial premiers, diplomats, churchmen and singers, including Gracie Fields who drew crowds to a Red Cross party at Government House in the war years, have been among the guests of bygone days.

Among the famous from other 'ands were the late Franklin D. Roosevelt, president of the United States, and Mrs. Roosevelt in 1937; Queen Juliana of Holland, then Princess Juliana, during the Second World War.

Winston Churchill paid a call many years ago, and Field-Marshal Montgomery was a guest in September, 1946. Earl Alexander and Lady Alexander, in 1948, when he was Governor-General, dined at the old Government House of memory.

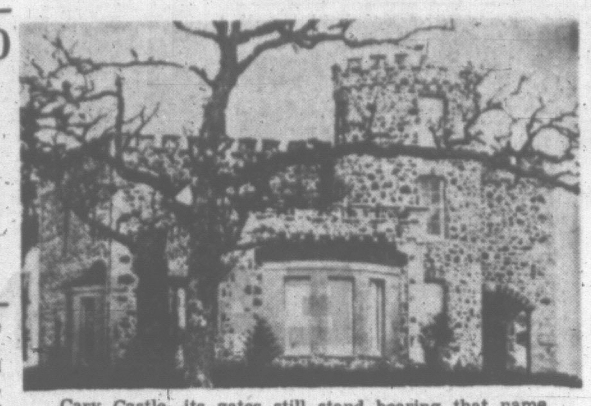
Government House Rent $24.50

Cheap rent was paid for the 33 acres of land which comprised the official residence of the Lieutenant-Governor of British Columbia up until 1921.

The provincial government paid to the Hudson's Bay Co. the sum of $24.50 each year for use of the large grounds.

When Col. George Hunter Cary, one-time attorney-general of the colony of Vancouver Island, built his castle he held a 99-year lease on the property. The arrangement continued for over half a century.

Col. Cary spent only a few years here, returning to England, where he died in 1866 at the age of 34.



Cary Castle—its gates still stand bearing that name.

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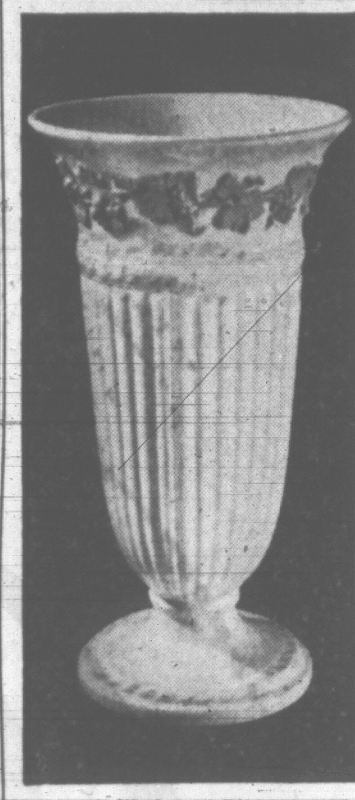

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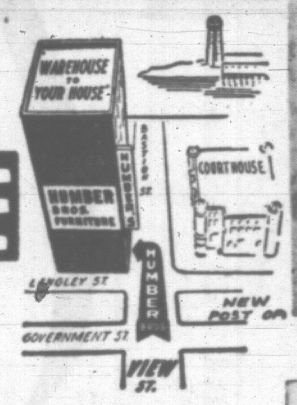

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4. If Triplets Born in the New Year We'll Furnish Your Entire Home.
5. Sputnik Sale.
6. Century Sam Sale.

LOOKING BACK

By MAURICE HUMBER

WHEN we started this race for "mon"—
We thot we might end in obliv-ion,
As many said . . . it couldn't be done,
So,—we sed, "O.K. . . . let's have some fun."
And before they shove us back on the shelves,
Let us start laughing at ourselves.
So that is the reason & pictured here,
We've come out at times, in this goofy gear.
Of course NOW, we've found, most better-haffs,
Respond to Ads . . . loaded with laffs.
"Those guys," they say, "must be simply bats,
Trying to peddle their stuff with silly hats."
So,—let's go down . . . get 'em off the hook,
See if they're as silly . . . as they look."
Well,—get us off the hook, YOU . . . surely did,
And because of YOU . . . we DIDN'T skid.
We hope to keep laffing, to the last mile,
And "giving . . . FURNITURE, AWAY WITH A SMILE."

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truly a Century to Celebrate

B.C. 1858 1958 CENTENARY

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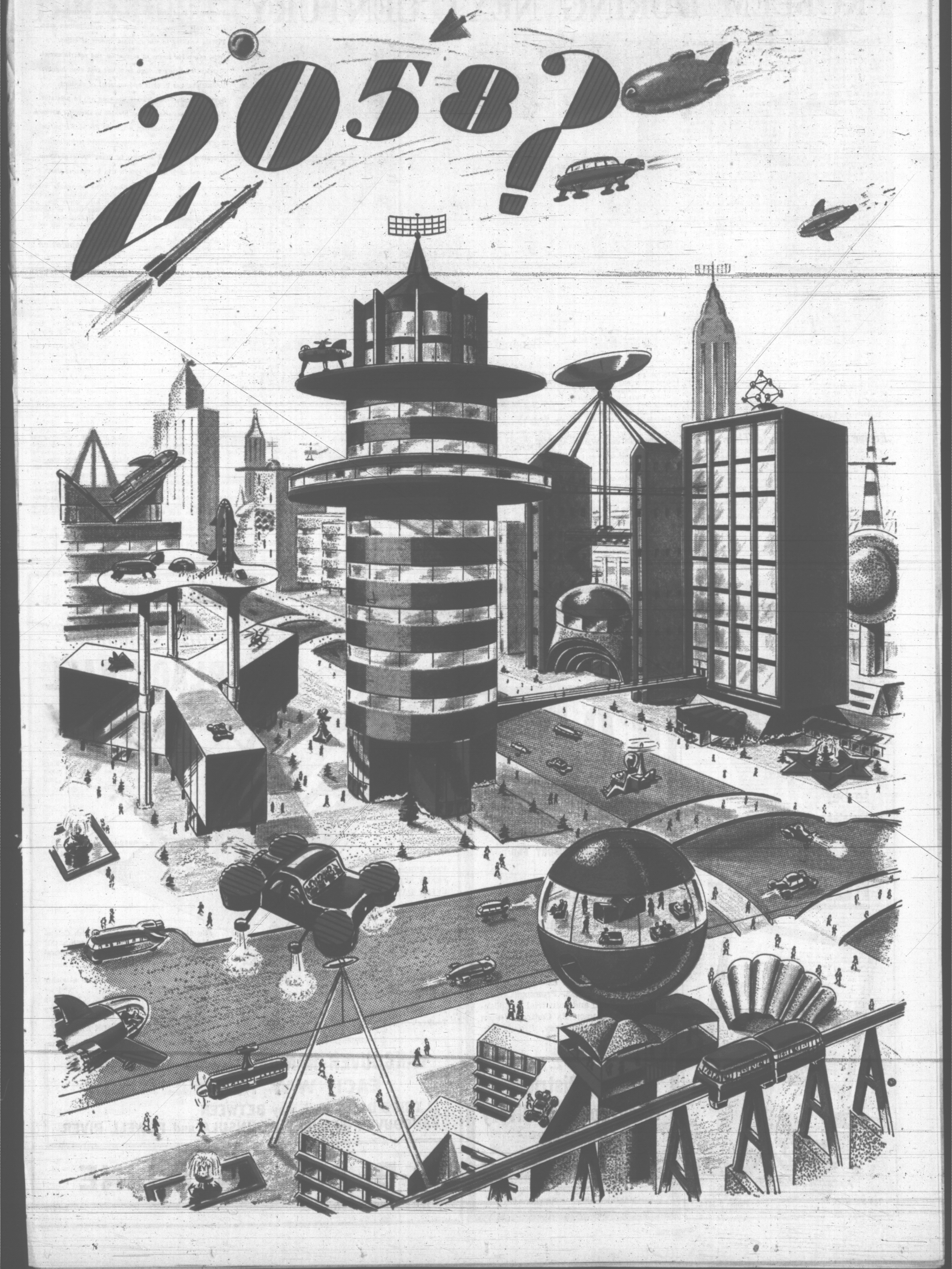
CENTENNIAL EDITION

Victoria Daily Times

VICTORIA, B.C., TUESDAY, JULY 15, 1958

THIRD SECTION



FOOD FOR GROWING POPULATION PROBLEM DURING NEXT CENTURY

By DR. G. M. SHRUM, OBE
Professor and Head of Department of Physics and Dean of the Faculty of Graduate Studies, UBC

It is unlikely that even the most optimistic and perspicacious of the early settlers could have forecast the developments that have taken place in British Columbia from 1858 to 1958. To predict the changes which will occur during the province's second century seems an even more difficult problem, requiring a degree of omniscience not yet evident in present-day scientists.

One should, of course, bear in mind that in spite of the rosy promises of science, it is unlikely that any spectacular or fundamental changes will take place in the world, as a whole, during one century—a very short period in the history of our civilization.

DR. G. M. SHRUM, OBE

The future of the world would look brighter if man could control the alarming increase in the world's population.

Hendrik van Loon has said that "The history of the world is the record of a man in quest of his daily bread and butter." As there is no indication that this statement is losing any of its validity, a fairly safe prediction to start with is that finding food for the world's population will continue to be the prime and consuming problem of mankind during the next century. This may seem like a gloomy forecast but, until scientists discover some means of peering into the future, one should not ignore the lessons of history.

For a long time scientists have been deeply concerned about the supply of energy which our advancing civilization seems to require in ever increasing amounts. However, unexpected developments during the past decade in the fields of nuclear, solar and fusion energy now give promise of providing a complete solution of this perplexing problem.

With this solution will also come an answer to many other problems including the dwindling supply of many natural resources. There are few, if any, essential materials, including even food for a stabilized population, which cannot be met from natural or synthetic sources if sufficient supply of energy can be made available.

Easier to Picture World Than B.C.

Just as it is easier to predict, with reasonable percentage accuracy, the number of children born in a day in a large city like London or New York, than it is to make a similar prediction of a smaller community like Hope or Courtenay, so it is somewhat easier to picture general world conditions a century hence than it is to be specific about a given area like British Columbia.

A good guestimate of the population for B.C. in 2058 is between 15,000,000 to 20,000,000, of which half will be in the southwest corner. The metropolitan area of Vancouver will have a population of 7,000,000 to 10,000,000 about the size of New York or London today.

Such an influx of population will have a profound effect upon our mode of living. The whole Fraser Valley, at least as far as Hope, will become an urban area and thus some of the most fertile land in Canada will no longer be available for food production.

Private homes and gardens in the Vancouver area will no longer be possible and will be replaced by new self-contained many-storied apartment units each with its own centralized services — restaurant, food lockers, kindergarten and recreation areas.

Transportation will be revolutionized. Private automobiles will not be replaced by helicopters but by rapid public transportation — either underground or overhead — so that it will not conflict with pedestrian traffic.

Our present streets in the central area of the city will be used almost exclusively by pedestrians.

Even if space would permit, the dangers of excessive air pollution would preclude the use in all central areas of trucks and cars except those operating with electric motors powered by storage batteries.

In fact, since our oil supplies will be pretty well exhausted within a hundred years, gasoline and diesel vehicles will disappear and be replaced by others operating from new-type storage batteries. Gasoline service stations will be replaced by battery service stations where one may exchange one's battery for another freshly charged from the area's atomic reactor power lines.

People will enjoy new forms of recreation and entertainment but it will not be inexpensive and they will have to work hard to be able to afford the good things of life.

Living will be at a high level but the cost of living will be even higher, because, as we go farther afield for foodstuffs and raw materials, the transportation and other costs will increase sharply.

It is not difficult to predict that taxes will continue to rise and that new ones will be devised.

Clothing will undergo great changes. New synthetic materials designed to meet human needs will completely replace cotton and wool. Conventional modes of dress will be replaced by more comfortable, colorful and artistic fashions.

Food will be different, but it will not follow the forecasts of science fiction writers and be replaced by capsules. Serving food and drink as a form of hospitality is too firmly established to be replaced by any capsule gimmicks.

Certainly no one will be able to afford the luxury of eating beef-steak a hundred years hence but we will have synthetic foods made from cereals, grasses and sea-weed, which will be just as palatable and as nutritious as our present diets. Those who have never tasted a filet mignon will have no particular craving for meat.

The medical profession will still be needed even though all today's diseases will have been conquered. There will be both new strains and new varieties of bacteria and viruses which will develop from time to time to afflict humans.

Our doctors will be more concerned about the behavorial sciences — the emotional factors which tend to prevent or promote mental and physical disease. There will also be the problem of looking after a population which, on the average, will live to be centenarians. Geriatrics may become the most important specialty.

Today we are only on the threshold of the scientific age. What has so far been uncovered is likely to prove but a tiny epitome of what is to come. History will record First World War and Second World War as minor events which precipitated great outbursts of scientific activity resulting in the discovery of the relativity and quantum theories and the development of antibiotics, radio and TV, nuclear energy, electronic brains, earth satellites and space rockets.

The fields of science will not change very much although the number of scientists will increase several fold. Physicists will continue to discover new and smaller particles which they will label as fundamental. Biologists will still be puzzling over the complicated problems of living matter and the origin of life.

Chemists will become more interested in border-line problems with other sciences — particularly biology, geology and agriculture. Chemistry itself is hemmed in between physics on the one side and biology on the other and does not appear to have the same unlimited horizons for future expansion as these two sciences.

Engineers, as we know them today, will disappear and be replaced by applied scientists and by technologists, each group with its own important functions.

Many of today's natural resources will have been exhausted. Some will be replaced by substitutes or synthetic materials. Those of a strategic nature may be obtained from new sources or by working very low grade ore bodies at great cost in energy. Supplies of oil and gas will certainly have been largely exhausted within a century. Low grade coal deposits will still be available and will be worked mainly for the production of carbon as a valuable raw material for chemical factories.

The fusion energy problem will certainly be solved within 50 years and, judging by current reports, much earlier, and will take over the supply of energy from uranium and thorium, much to the relief of everyone concerned with radiation hazards and the disposal of radioactive waste materials. It is unlikely that new large scale uses will be found for all the uranium which is now being discovered and its value will probably decline to the levels of the pre-fission days of 1938.

As the earth becomes more crowded, living together peacefully will become a more important problem for the various races and peoples of the world. Migration has helped to solve this crowding problem in the past but there are now few areas to which emigrants may go.

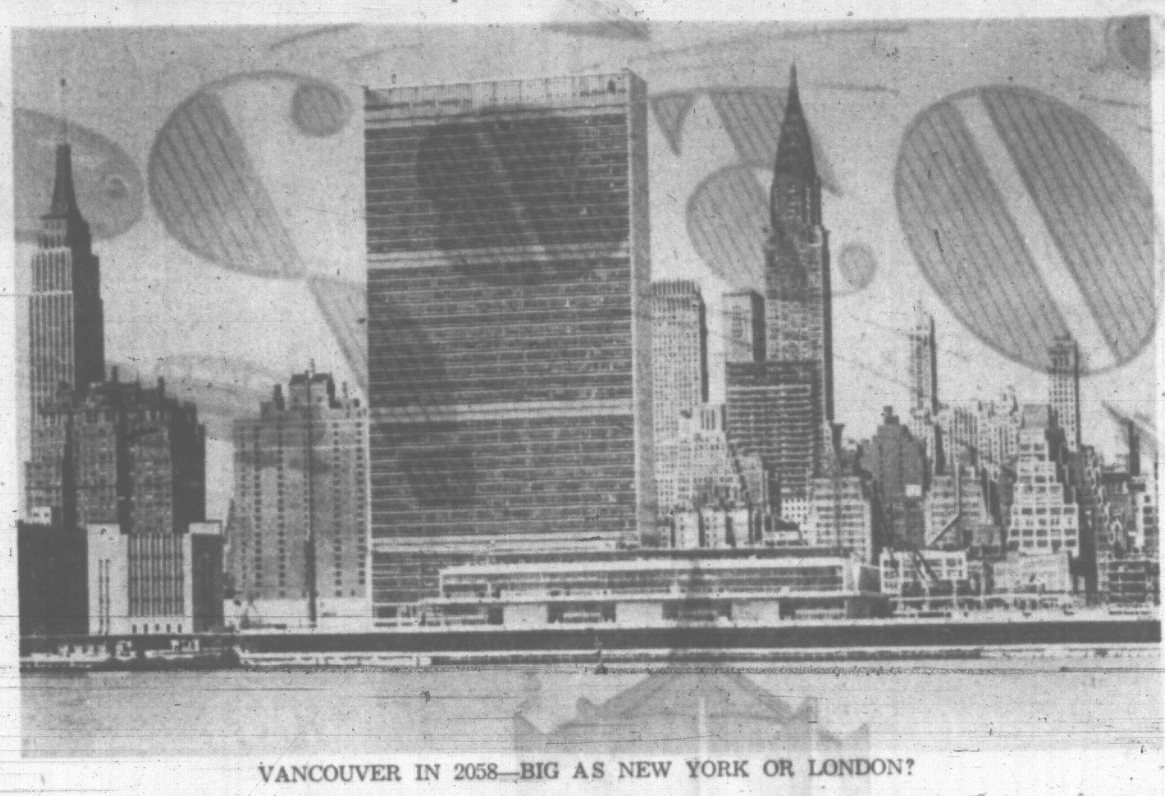
Not even space migration offers much in the way of possibilities for the future. None of the planets in our solar system has an atmosphere that could support human beings and it is unlikely that man will ever be able to reach any other solar system. Travelling at the highest theoretical rocket velocities would require some 400 years for a return trip to the nearest star. This represents at least ten generations. The occupants would be quite unfamiliar with conditions here when they returned—and what is the use of going if they cannot return and show us their colored pictures?

Coastal Population

Eventually, of course, the world's population will have to be stabilized either through the adoption on a world-wide basis of some enlightened policy of birth control or through a catastrophic nuclear war. In the past famine and pestilence have been more effective than wars in controlling population growth. It is possible now that the balance has shifted and a nuclear war could far outstrip any possible famine or epidemic in reducing the world population.

One may be pessimistic about some aspects of the future of the world but certainly not about British Columbia's second century. Whereas, most other parts of the world will be feeling the adverse effects of over-population and the exhaustion of their natural resources, we in British Columbia will still have all the essentials — sparsely settled areas, natural resources, climate and power to ensure our unprecedented development and prosperity for at least another century.

It may require a little perspiration on our part but this is a physiological effect which may still be conducive to good health even one hundred years hence.



VANCOUVER IN 2058—BIG AS NEW YORK OR LONDON?

Honored in War and Peace

Credited with discovery of the auroral green line and the liquefication of helium, Dr. Gordon Merritt Shrum, OBE, MM, MA, PhD, FRSA, is one of Canada's outstanding scientists.

Born in Smithville, Ont., in 1896, he was graduated from the University of B.C. in 1925 as an associate professor of physics and now is head of that department.

He is a director of the B.C. Research Council and a member of the Defence Research Board of Canada.

He served as an artilleryman in the First World War and won the Military Medal. For his contribution in the Second World War he was awarded the OBE.

SCIENTIST FORESEES...

No spectacular changes in the world as a whole.

★ ★ ★

Future brighter if man checks growth of population.

★ ★ ★

Finding of food still prime, consuming occupation.

★ ★ ★

No private homes, gardens in vast metropolitan area.

★ ★ ★

Private vehicles to vanish from streets of cities.

★ ★ ★

New, expensive forms of recreation and entertainment.

★ ★ ★

Standard of living at high level but cost even higher.

★ ★ ★

Drastic changes in style and material of clothing.

★ ★ ★

Synthetic foods from grasses, seaweed will be palatable.

★ ★ ★

Two great wars seen only as prelude to scientific advance.

★ ★ ★

Problems of living matter, origin of life still a puzzle.

★ ★ ★

Engineers of today replaced by scientists, technologists.

★ ★ ★

Migration no longer solution to living space problem.

★ ★ ★

Four hundred years for return trip to nearest star.

We Are Proud to be British Columbia's
OLDEST FUR STORE

What better time than B.C.'s Centennial Year to take this opportunity to thank the ladies of Victoria who have made it possible for Fosters to be the oldest Exclusive Fur Store in B.C. We are proud indeed to have served you for the past
63 YEARS
and will continue to bring you the latest styles in quality furs at prices you can afford in the future.

FINE Fosters FURS
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B.C.D.T.
• "AERO" AUTOMATIC FIRE ALARM
• WATCHMAN SUPERVISORY SERVICE
• BURGLAR ALARM, HOLDUP ALARM, PATROL SERVICE
• SPRINKLER SUPERVISORY AND WATERFLOW SERVICE
A Province-Wide Protection Against Fire Burglary and Holdup
B.C.D.T. has provided electrical protection for over 60 years. Prominent financial, commercial and industrial establishments depend upon its Central Station Services against burglary, fire, holdup and other hazards.
B.C. District Telegraph & Delivery Co. Ltd.
In Victoria, B.C.T.D. operates by connecting its system directly to Fire Alarm and Police Headquarters. Call Bob Irwin, B.C.T.D. representative, any time at 2-8411.
CENTRAL STATION, MU 3-4141
MARINE BLDG., VANCOUVER, B.C.

In CENTENNIAL YEAR...
See British Columbia
The BLACK BALL WAY!
1958 will be a year of travel in B.C.—a year in which Black Ball Ferries will play a major part! Let us add to your touring pleasure.

Fast, Efficient FERRY SERVICE EVERY DAY between
Vancouver ● Nanaimo
Vancouver ● Sechelt Peninsula
Vancouver ● Powell River
Vancouver ● Bowen Island
Passengers - Automobiles
Trailers - Trucks
Countless miles of beautiful British Columbia will be viewed by admiring visitors this year as the whole province joins in celebration of our Centennial Year.
We congratulate the province on attaining its one hundredth anniversary . . . and we are proud of sharing in the task of linking its ports with a fast, pleasant, effective ferry service. SEE B.C. THIS YEAR . . . ENJOY YOUR TRIP . . . GO BLACK BALL!
VANCOUVER-NANAIMO—10 TRIPS DAILY EACH WAY
Every two hours on the even hour—6 a.m. through midnight (Daylight Saving Time)
12 TRIPS DAILY each way BETWEEN VANCOUVER, SECHELT PENINSULA and POWELL RIVER
BLACK BALL LINE
BLACK BALL FERRIES LTD.
1006 GOVERNMENT ST. 2-4277

Vast New Era of Wealth Beckons People of B.C.

By PREMIER W. A. C. BENNETT
. . . in an interview with NORMAN CRIBBENS.

A century from now I believe British Columbia will have a total population of 25,000,000 people housed and employed in great new cities and vast industrial settlements stretching from the Yukon to the United States border.

On Vancouver Island alone I foresee a thriving population of 4,000,000, and even that could be a conservative figure . . .

Already, in this Centennial year, we have moved into a great new era, leaving behind 100 years of history that witnessed our growth from an uncharted wilderness dotted over with fur trading posts, into the third largest province in Canada in terms of size, population and production.

We see our country embarked on a wide expansion program embracing massive hydro-electric projects, gas and oil pipelines, railways and airlines. And, we anticipate the establishment of new secondary industries that will rival the production values of our four basic industries—lumbering, mining, fishing and agriculture.

We foresee projects that will open up the treasures of the North, tapping the mineral, water power and farm riches of the mighty Peace River country and its adjoining regions to the south and to the west.

MONORAIL FOR B.C.—IF WENNER-GREN ACTS

Challenge of North to Lead New Era

More than half the area of the province is waiting to be developed—and it will be in the century ahead. Just as the fur traders of 100 years ago launched us on the path to settlement and industry, so will the great storehouse of the North lead us into a new era of commercial expansion.

Remember, that as late as 1871, there were only 40,000 people living in British Columbia. Now, we have more than 1,500,000 and the growth is gaining in momentum with the intake of peoples from other parts of Canada and overseas.

The resources of this province are capable of giving us the highest standard of living in the world. We have the greatest energy resources in North America and tremendous forestry and mineral resources besides. Our products will be in demand all over this continent and abroad and the present government is looking five, 10, 25 and 100 years ahead in its planning. That is why we favor leases rather than crown grants.

We are dedicated to a policy of developing our vast hydro-electric potential in a way that will provide the greatest benefits in the years to come. Experience has shown that cheap power is the key to industrial progress, and the harnessing of this natural asset signals the start of a new era of expansion.

We believe the hydro-power developed in B.C. must be used in B.C.; further that the fisheries must be fully protected before the damming of our main rivers. We are continuing negotiations for development of an immense new project that will utilize the power potential of the Taku, Yukon and Nass Rivers.

This planning will bring new industries and new cities to the northern coastal region. Thousands of jobs will be created and vast areas, now inaccessible, will be opened for industrial and commercial expansion.

Mountain Terrain, Water Storehouse

We must remember that what has ruined most civilizations has been lack of water. Look at Lebanon in the Bible, and now California, where the water table is lowered from lack of moisture. Here, in B.C., our vast mountain terrain is a storehouse of snow and watersheds and we are endeavoring to make our resources continuous, perpetuating the yield of our forests through studied conservation. We are also looking to the years ahead in our policy of lease and tenure of our mineral lands.

British Columbia may be regarded as a great watershed for the whole Pacific coast region. All the rivers of importance, with the exception of the Colorado, rise within its borders. The Fraser, Columbia, Skeena and Stikine are of the greatest importance in providing hydro-electric power, in irrigating the lands, in transportation and in the preservation of our fisheries.

Governing the development of such a country is a great responsibility, yet I am confident, that the benefits of the policies we are following will be felt 100 years from now.

I am equally confident that free enterprise will endure, but it must be a true and democratic free enterprise as distinct from greedy monopoly.

Yes . . . I concede there may be such a thing as World Government in the next 100 years, but I do not believe British Columbia will lose its identity. Allowing for some system of world co-operation, there must still be local governments, as is evidenced by the fact that we have 10 provincial governments in Canada today.

B.C. will continue in the pride of its traditions subject to change maybe, but preserving its original framework.

I foresee the gradual and inevitable elimination of drudgery by mechanical development, giving way to a great and exciting variety of occupations for men and women. The average person will spend no more than two and a half or, possibly three hours a day, earning a livelihood; the rest of his waking hours will be devoted to pursuits of his own choice.

Think today, how many people feel themselves to be capable of succeeding in two or three different trades or professions! Here, in this great new golden era ahead, they will have time and opportunity to fulfill these desires and find a fuller expression free from the worry of earning the right to live adequately.

I foresee that most people of this province may have three different homes for use in different seasons and according to their inclinations. They will move easily and compactly from one home to another by helicopter, or possibly by some nuclear-powered vehicle that can be garaged on the roof of each home. Vehicles will draw their power from solar energy and the gasoline engine of today may be relegated to the museum.

Weekends in World's Far Corners

Air travel, at speeds only dimly conceived at present, will make it possible for British Columbians to take weekend vacations in far corners of the earth. And this rapid interchange of culture and environment will bring to our province a cosmopolitan atmosphere we can scarcely comprehend today.

Class struggle is no longer a factor in our social development since the average person today is better fed, clothed, housed and cared for than was a king 100 years ago. Increasing social services are inevitable, but this need not imply the dead hand of state socialism. Funds for social welfare must come from the resources of the land; not by picking the pockets of those who have acquired a reasonable wealth by honest initiative and effort.

I am confident of the future of free enterprise in this part of the world, regardless of what may happen in lands which have reached the limit of their expansion, and can no longer depend on natural resources.

I am assured that the people of North America will never accept any kind of socialist dictatorship, nor will they be lured by any sort of colored shirt symbolizing state regimentation, a definite evil since it enslaves the souls of men.

Both the state-socialist and the monopoly-capitalist are in my view, enemies of mankind who would, even if unintentionally, stifle the freedom of the individual.

Yet it is true that everyone at heart wants security and the term "social security" is much abused. It is right that we should care for the poor and the weak and those who fall by the wayside, as our religion teaches us. A man's duty is to protect his family and, if he is unfortunate and unable to fulfil this obligation, we must help him.

The enemy is state socialist regimentation, whether to the right or to the left. Social assistance drawn from our natural wealth, and tax exemptions that encourage initiative and home-ownership, are to be desired.

The greatest problem of the age is distribution, and that will be resolved in the years ahead through improved transport facilities at greatly reduced cost. Our immediate objective is that people shall have the purchasing power to buy what is available, and so provide the incentive to renew production.

Thickly Populated

In the next 100 years we will see the northern half of this province developed to the point where it compares with the now thickly populated areas south of the U.S. border.

Remember, the climate in what people call Northern B.C., really north central B.C., is more moderate than that of Sweden, and there will be every incentive in the creation of large new centres of population, keeping pace with industrial development.

What riches may ultimately come out of the North are almost beyond our vision today. But in the near future when the Pacific Great Eastern begins operating to Dawson Creek and Fort St. John, linking them directly with Vancouver, the Peace River block will have a full and immediate outlet.

Vancouver's economic zone will then equal about 150,000 square miles, approximately the same area as the three chief American agricultural states of Iowa, Illinois and Indiana combined.

$600 Million Plan

And, if the Wenner-Gren project comes to fruition, in consequence of the surveys now being made in the Rocky Mountain Trench, we may soon see the launching of a $600,000,000 development scheme involving hydro-power, mines and forests, pulp mills, schools, hospitals and a 400-mile railway (possibly a monorail) stretching from Prince George to the Yukon boundary.

What then?

Investigations have already shown that a 4,000,000 horsepower development would be feasible by damming the Peace River about 70 miles east of Finlay Forks. This would back up the Parsnip and Finlay Rivers to form a lake 260 miles long, with its southern end about 30 miles north of Prince George.

Its power, according to engineers of the British Thomson-Houston Company, could be transmitted to Vancouver for sale cheaper than that generated by the B.C. Electric in the Vancouver area. It would also be two-thirds of the cost of that produced on the Columbia River.

I am full of optimism for the development of the fertile Okanagan Valley, and believe it will ultimately have a poulation of between 2,000,000 and 3,000,000 people by comparison with the 100,000 we have today.

Remember, that in 1890 we had only 400 people between Armstrong and the U.S. border. The valley will grow proportionately in the years to come. Thousands of homes will be built in the mountains and hills on either side of the valley, after the fashion of Switzerland and other European countries.

The future of the Okanagan fruit farming industry is assured, once the great influx of population begins.

The southern section of the valley which has the hottest summers and mildest winters, offers a great inducement to settlers. It has orchards of peaches, apricots, pears, cherries and apples, and is the main provincial source of tomatoes, cantaloupe and other choice vegetables.

With the advancement of agricultural science and new and speedier methods of canning, it is fully conceivable that these products of the valley will be part of a world-wide export trade in the years to come.

While at present the Okanagan Valley is mainly occupied with fruit farming and allied industries, the future holds promise of many new secondary developments. And this, of course, applies to the rest of the province.

Whatever the pessimists may say, this is the world's golden era, and the children born today are more fortunate than any in the whole history of humanity. People will live longer, they will live better, they will find a fuller expression and a much greater variety of work both in and outside their means of livelihood.

Who can guess what new fields of occupation will open up? Who could have foreseen 100 years ago that men and women would be engaged in sending live moving pictures through the ether, flying rockets outside the earth's hemisphere, developing the mysteries of nuclear energy and contemplating what would then have seemed wild fantasy—flying into outer space?

Our main anxiety in the years ahead must be to safeguard our God-given wealth from greedy people who would misuse it; and in an era of materialistic expansion, we must ever be on guard against the loss of those spiritual values which are inherent in our religion. Every great civilization which has disregarded religion, has fallen into decay.

The sign posts of history are a solemn warning against the perils of pre-occupation with materialistic values. We must go forward strong in faith both in our own industry and ingenuity and in the spiritual power that has been bequeathed to us.

Our immediate problem is to wipe out the remains of the debt we incurred during the depression years and at the same time keep on developing. I regard my government as trustees for succeeding generations and I am confident, whatever our critics may say, that the province in 100 years' time will be reaping the fruits of what we are now sowing.

We are always conscious that our resources belong to the people, not to any one group. The interests of the big corporations, the medium-size corporations and the small operator, have no significance if they do not parallel with public interests.

In developing our forests we support four basic tenets . . . conservation, maximum utilization, employment and a fair return for the use of the people's property. For years the forests on our coast were mined. The timber was cut out in one area and the logger moved on to another stand of old-growth timber.

Need Obvious

From this process we derived the term "cut out and get out" logger. The need for forest management is obvious. And, any government that ignored this would be guilty of gross neglect in its responsibilities to the people.

Another point I would like to make is that while the expert, the technical specialist, is essential, he should not be entrusted with the visionary side of government. He is usually too close to his own subject to fit his concepts into the broader picture.

That was the fatal weakness in such movements as the Technocrat movement which would have handed over the reins of government to a select panel of specialized experts. In all government, a broad common sense and independent outlook must blend with the work of the specialist and the technician.

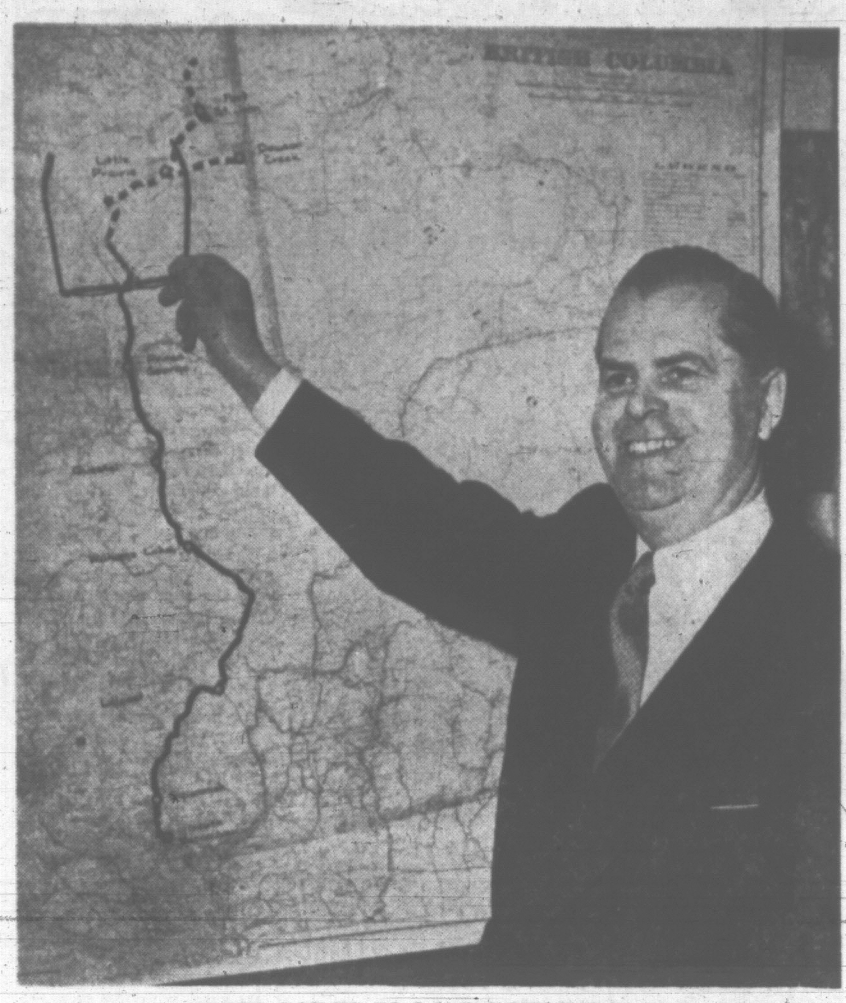
That is why the ordinary man or woman should not live in awe of bankers and high financiers, whose policies are fallible and liable to prejudice. This is proven in the fact that the natural development of this country has been hindered in recent times by the misguided tight-money policies of our central bankers.

Keeping pace with the great physical expansion of the next hundred years, we need newspapers and writers of courage and vision who can, in the words of the Scriptures, lift their eyes "unto the hills" . . . above immediate party interests and personal prejudice.

How to Reap Rich Harvest? Premier Says:

"Let us raise our sights above the mean and the tawdry and work for that golden harvest ahead, for our children and their children.

"It is not for me to say what kind of political administration will be in power 100 years from now, and it would be presumptuous to put a label on it. Yet, I am confident that it will be, in some form or another, a fulfilment of our present philosophies; our plans and hopes for a fuller and freer life which, while offering protection to the weak and the unfortunate, will preserve those principles of free enterprise and initiative in which we believe."



PROUD PREMIER POINTS TO LAND WHERE B.C.'s FUTURE LIES

Premier Bennett Foresees . . .

Great new cities from the Yukon to the U.S. Border.

★ ★ ★

Secondary industries to rival lumbering, fishing, mining.

★ ★ ★

Democratic free enterprise, but no greedy monopolies.

★ ★ ★

Three different homes for each family in B.C.

★ ★ ★

Two and a half to three hours, the average working day.

★ ★ ★

Gas engines replaced by solar-energy-powered vehicles

★ ★ ★

World-wide market for Okanagan fruit and vegetables.

★ ★ ★

No socialist dictatorship nor fascist regimentation.

★ ★ ★

New, exciting occupations for newly-won leisure.

★ ★ ★

World government possible but B.C. identity preserved.

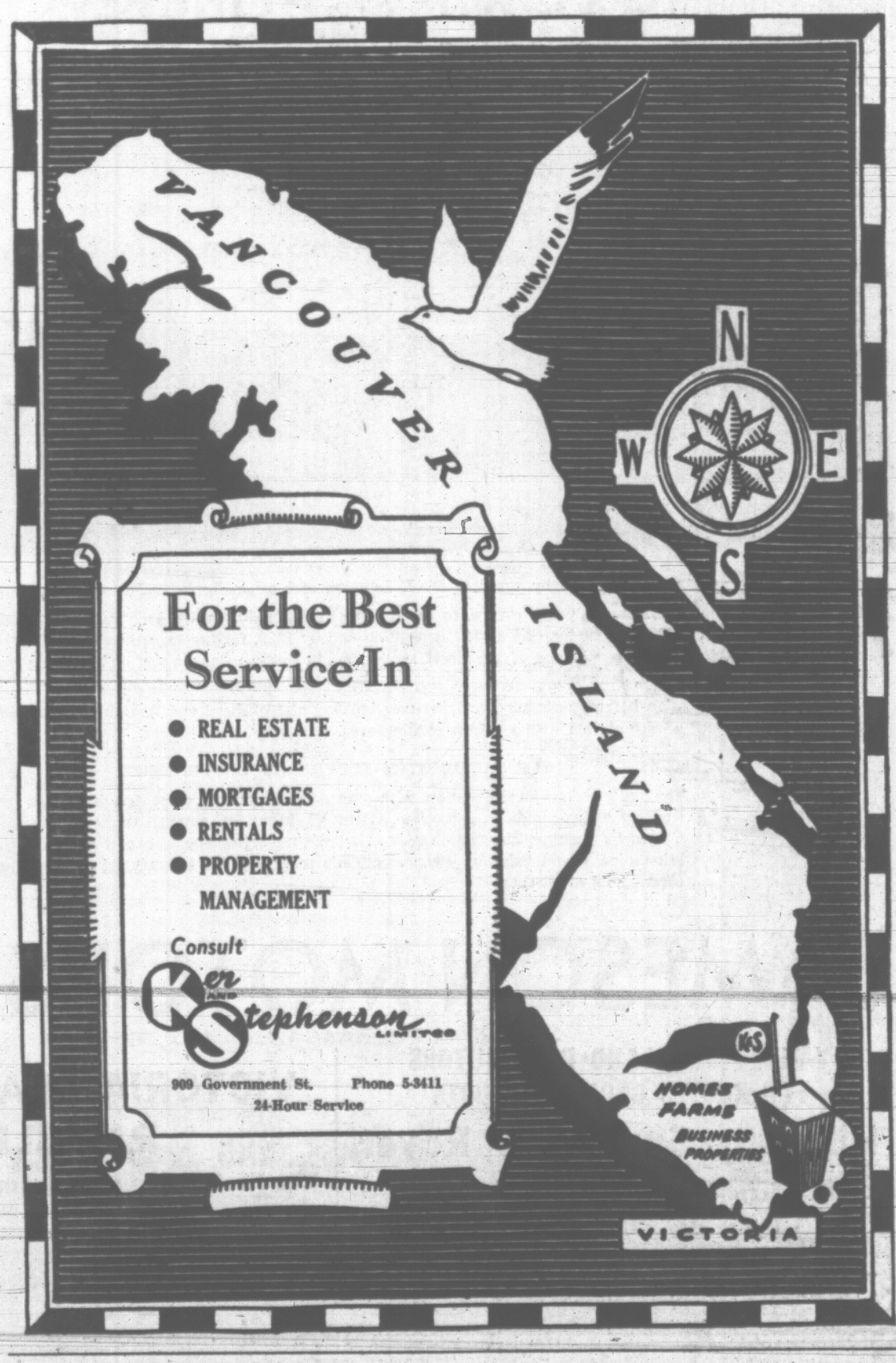
Leaders in Many Fields Forecast What's Ahead

Today, the future offers a greater challenge than it did to any past generation.

With this thought in mind we decided that the Centennial Edition should contain one section devoted to the years that lie ahead, even to the extent of another century, to 2058.

We asked leaders in a number of fields of endeavor to act as special writers and give us, free from any restraint, an insight into what they foresee.

We recognized, however, that in view of the high positions they held they might not wish to turn their imaginations loose. In view of this we think they have done nobly and we trust our readers will enjoy their contributions.



50 PER CENT OF WOMEN MUST JOIN WORK FORCE

FIRST IN COMMONWEALTH

Senator Nancy Hodges, Victoria's most outstanding woman leader in the last 40 years. Writer, former member and Speaker of the B.C. Legislature—first woman in the Commonwealth to occupy such a position—club woman and now a Canadian Senator, she has made a tremendous contribution to the advancement of women in business and public life.

Half the women will work in jobs from senator to sorter.

By SENATOR NANCY HODGES, LL.D.

Someone has said that this is the century of the common man. But there are signs and portents that, in my opinion, suggest that when reviewed from the perspective of history, this current century will prove to have been the century of the working woman.

For more than a hundred years women have been living through a revolution, bloodless, perhaps—although in Great Britain much blood was shed before women attained their political rights—a revolution accompanied by toil, sweat and tears.

One has only to look back a little more than fifty years to realize that women's whole way of living has been undergoing a great change and is still changing under the impact of new forces of cataclysmic potentiality which threaten the world today.

In this atmosphere of insecurity and uncertainty women are turning more and more to the labor market in search of some measure of economic security. At the end of the last century women workers were a rarity and their opportunities of employment few.

Machinery Opens Up New Fields

The invention of new machinery made it possible for women to do industrial work which had hitherto been too heavy for their strength. The invention of the typewriter and the telephone opened new fields in the business world to them.

But, it took two world wars to establish women as a force to be reckoned with in the industrial picture. The manpower shortage was so acute that, faced with the prospect of having to take the place of men in many vocations hitherto considered the prerogative of the so-called stronger sex, women were given the vocational training and experience they needed. And, they proved themselves so adaptable and efficient they became an essential part of the national economy.

Once having tasted the fruits of economic freedom, many of the women who held war jobs shied at the prospect of returning to the task of homemaking. Reflection of this state of affairs is to be found in the Bureau of Statistics figures showing that there is one woman for every three men in Canada's labor force—and almost forty per cent of them are married.

The question is often asked. Why do women work? Well, one big reason is: they work for the same reason men do—to earn a living.

Another reason is the burden imposed upon many of them for supporting dependents. In this connection it is interesting to note the findings of a survey conducted by the Women's Bureau of the U.S. Department of Labor among 8,300 women holding jobs of many kinds and in many places. Six out of every ten support dependents, including children, incapacitated husbands, ailing and aged parents, in addition to supporting themselves; one out of every ten is the sole breadwinner of her family.

The advent of the push-button era was another primary factor in launching the housewife on a career outside the home. More and more they are rebelling against the drudgery of home-making as represented in the home of yesteryear.

Modernization Fast

They are throwing out the old kitchen stove and the ice-box, discarding the washboard and the scrubbing brush for the more modern appliances. And, they are doing it at a steadily increasing tempo in Canada.

A Dominion-wide survey made a year or so ago revealed that more than four-fifths of Canadian homes had piped water, electric washing machines and refrigerators while sixty per cent had cars. Other evidence of the cult of the kitchen, under which these one-time luxuries are now looked upon as essential and familiar furnishings, lie in the increasing demands for labor-saving appliances and improved domestic facilities.

If the women who pioneered in the early days of British Columbia, making homes and raising families under primitive conditions, could return to life for the celebration of this Centenary Year, they would marvel at the almost unbelievable difference between the housewife's lot today and their own rugged domesticity.

The introduction of the electrical era so changed women's living habits that she finds herself with lots of leisure time on her hands. That induced many of them to lift their horizons above the kitchen ceiling to wider spheres of activity, some to take up community work, others to seek jobs.

Easier, Costlier

Coupled with this situation is the stark economic fact that these gadgets and gimmicks are very expensive components of the high cost of living and, when the breadwinner's wages cannot be stretched to meet this demand, the housewife, in order to obtain and retain them, has to go out to work to supplement the family income.

Nor is there any evidence to suggest that this is a temporary situation. On the contrary, statistical analysts have predicted that in the next ten years one half of the women of Canada will be working outside the home on a full or part-time basis.

This trek from the home into the industrial and business world will probably be hastened and augmented by the harnessing of nuclear energy for domestic purposes.

If we are to believe the scientists, the channeling of these newly discovered forces into everyday use will make the current electrical appliances seem as out-dated, by comparison, as do great-grandmother's household tools in the present push-button era.

Replaced by Robot

And if the trend along that line continues, we seem destined, in the not too distant future, to face the challenge of homes fitted out with such a nightmarish array of contraptions as to suggest that the housewife is likely to be superceded by a robot.

Modern methods of processing foods, plus the ubiquitous deep freeze which takes into its icy embrace the whole gamut of eatables from corn to pies, has revolutionized our eating habits. Tomorrow, it may be that instead of pampering our palates by succulent servings we shall be swallowing a tablet, guaranteed to contain all the vitamins plus, and thus lose half the gastronomical pleasure of mealtime.

These then are some of the factors on which is based the prediction that in the next decade more than half the women of Canada will be working outside the home.

Virtue Still Needed

Only time will prove the validity of this contention. And, only time will permit a proper assessment of the effect of this bloodless revolution on the home and family life. There are those who claim that woman's place is in the home and who blame the working mother for much of the juvenile delinquency which is such a disturbing feature of today's behavior pattern.

That may be. But, in my opinion, the blame for this particular problem lies not so much with the working mother as it does with the general lowering of moral standards.

If, along with the apparently insatiable appetite for labor-saving gadgets and gimmicks in the home, we could bring back and make fashionable some of the seemingly outmoded virtues such as self-discipline, honesty, thrift, modesty and decency—then, Canada, in the next century, would justify our hopes and pride in her rendezvous with destiny.

The Senator Thinks . . .

Next hundred years, century of working woman.

★ ★ ★

Women's role to change under impact of new forces.

★ ★ ★

Work once seen as something "not quite nice."

★ ★ ★

Typewriter, telephone opening up new fields.

★ ★ ★

One woman in ten sole breadwinner for family.

★ ★ ★

Household electricity revolutionizing home life.

★ ★ ★

New leisure makes women look up to new horizons.

★ ★ ★

Housewife could be succeeded by a robot.

★ ★ ★

Still blame working mother for juvenile delinquency.

★ ★ ★

Return of old-fashioned virtues needed in new era.

SERVING THE VICTORIA MOTORING PUBLIC FOR 45 YEARS

Jameson Motors was founded in 1913 by the late R. J. Jameson and originally located at Courtney and Gordon.

"Service" has been our motto for 45 years, ever since the firm was established. In the early twenties, because of the pressure of business, Jameson's moved to the present location at 740 Broughton and by 1929, further expansion was indicated. A new showroom was built at 750 Broughton, which is still one of the finest showrooms in western Canada and still carrying on are many of the original staff members trained by R. J. Jameson.

In 1955, a further expansion became necessary, and the new building at Blanshard and Broughton was built to house a fine, modern showroom and efficient service station with spacious parking area.

OUR AUTOMOTIVE SERVICE IS UNSURPASSED

The most modern service station, with covered service reception centre, provides a convenience which motorists appreciate. Here all forms of automotive work are performed by factory-trained mechanics . . . from motor tune-up to expert body and collision repairs and painting jobs. Jameson's service centre is equipped to keep your car running at its best.

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VICTORIA DEALER FOR RAMBLER

The Fastest-Expanding American-Built Cars

● OUR LINES ARE GREAT FOR '58 ●

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1958 — B.C. CENTENNIAL YEAR

Rootes Motors Ltd.

CONGRATULATE

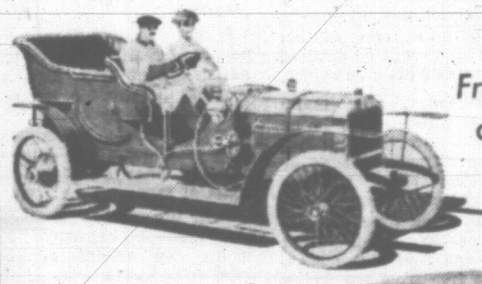
JAMESON MOTORS LTD.

740 BROUGHTON STREET, VICTORIA, B.C.

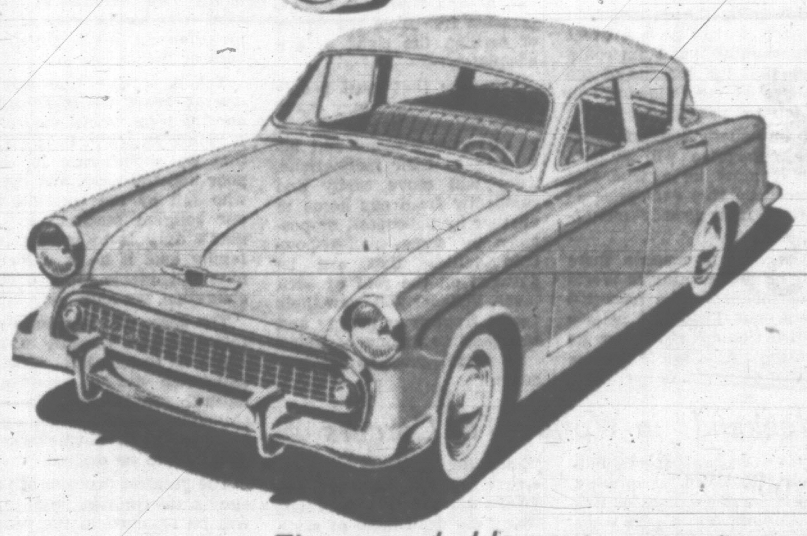
ON BEING THEIR OLDEST DEALER AND DISTRIBUTOR IN NORTH AMERICA

It was in 1936 that Jameson Motors joined the Rootes Motors group as Vancouver Island dealer. The popularity of the Hillman car has increased steadily with the years, and today it is among the foremost British-built automobiles.

This year, in celebration of its 50th year, Rootes Motors introduce the 1958 "JUBILEE" Hillman which is proudly displayed at Jameson Motors in Victoria. The "Jubilee" model outclasses all others in outstanding appearance and economy, matchless performance and ease of handling, roominess and superb comfort. It is destined to be B.C.'s most popular car during Centennial year!



From the experience of half a century come the greatest cars in Hillman history!



...The remarkable new

1958 "JUBILEE"

HILLMAN

Compare! $1958

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Ships to Go Underwater Banishing Seasickness

By HAROLD HUSBAND
President Canadian Shipbuilding and Ship Repairing Association

I have been asked to look ahead 100 years and to attempt to predict the then role of the shipbuilder in the year 2058 economy.

When we look back 100 years and realize the varying mode of living in 1958 as compared to 1858, and recognize that scientific development is proceeding at such a tremendous pace, it is realized that it is impracticable, at our present stage, to predict the great advances to come, but I will endeavor to make some forecasts.

Just in passing, I would like to mention that, at a time when the Province of British Columbia is celebrating its 100th birthday, my company, the Victoria Machinery Depot, is celebrating its 95th birthday, and the company has participated in all the triumphs and adversities of the Province over those interesting years, through the early pioneer years, the sealing and whaling days and the Klondike gold rush, to British Columbia's present strong economy, which is gradually assuming a dominant role in Canada's progress. The Victoria Machinery Depot will continue to follow these developments and to keep abreast of the new challenges in vessel construction over the next 100 years.

HAROLD HUSBAND

Propulsion engines will undoubtedly be nuclear powered, either by fission or fusion. It will probably be by fusion, since this method will be more subject to positive control, will be cleaner, will deliver more energy and will be accomplished by more readily available materials, such as heavy hydrogen, from sea water. However, solar system power plants are a distinct possibility.

As an interim change during the period of transition, these new power sources will have a tremendous effect on naval architecture, since there will be no necessity in the vessel for fuel capacity as we know it, bunkers for coal, or tanks for oil. This change, however, will take place relatively soon, and will have been forgotten by 2058.

Ships Powered From Shore Possible

It is within the realm of possibility that through the use of massive shore-based nuclear power stations, electric currents could be introduced into the sea waters to activate magnetic fields, so that ships could be operated by them from the shore stations.

Again, from the same stations, power could be transmitted by radio waves to operate the ships, and this would give positive control of navigation. This would cut crews to a minimum, since all work could be done in port on freighters and tankers, and at sea they would robot operations with only standby personnel. Proximity radar, with circuit breakers, would eliminate danger of collision.

In the small boat field the hull material will probably be a synthetic rubber, sandwiched between synthetic plastics, with very high impact resistance, which will make the hull practically unsinkable. The colors will be impregnated in the plastic, of course, and no painting will be necessary. Corrosion problems will be minimal, since even propellers will be a synthetic plastic.

The small boat will be a marvel of electronic navigation controls, and will probably be equipped with hydrofoils, and capable of trolling speeds, or 100 miles per hour, when up on her foils.

Hydro foils, as well, will probably be adapted to large ocean-going vessels, which will operate sufficiently high on their foils to ride over troughs and crests in the open seas.

The most spectacular development will probably come in the underwater field.

Even now, events are proceeding apace in this sphere, and there are many reasons for this.

In a nuclear age the only relatively safe places from nuclear attack will be deep in the earth, deep in the sea, or high in the ionosphere.

Surface vessels will be very vulnerable to nuclear attack, particularly by air or by submarine.

It is possible that the principal naval forces of the next century will operate under the sea.

At the present time, the United States navy is running extensive tests on a new conception in submarine design, a sub shaped very similarly to a whale. This vessel is a poor performer on the surface, but when submerged, is capable of extraordinarily improved performance over previously designed submarine hulls. The sub is named U.S.S. Albacore and is at present being put through her paces in manoeuvres with other naval units.

The Albacore is not nuclear powered, but even in her present stage of development, can run rings around any other submarine, both in manouvrability and speed.

100-000-Ton Sub

At the present time Great Britain has embarked on construction of a 100,000-ton tanker submarine which is being designed to travel at 50 knots beneath the surface.

If these advances are being developed now, it is foreseeable that the advances over a period of 50 to 100 years, in this medium, will be tremendous.

A vessel travelling below the surface is not subjected to the same conditions as a vessel travelling on the surface, since the surface vessel has to cope with two elements and the conjoining of the two elements, that is, the air and the sea. It is subject to air resistance on the part of the hull and the superstructure which is above the waterline, caused by high winds and its own forward speed. It is also slowed down due to the sea waves and its own creation of wave systems which is expended energy, as against an undersurface vessel which, depending on its shape, and the attention that is given to the elimination of eddy-making projections, has only a frictional laminar resistance to cope with.

In the case of the Albacore, tests were run in giant wind tunnels to ascertain the most efficient shape for underwater use and it was found that the blunt-nosed shape of a whale, with dorsal fin, met all requirements.

The difference in resistance below and on the surface of the sea was dramatically illustrated when, on a calm day, the Albacore was being towed at a depth of 50 feet behind a surface vessel. The surface vessel came to a stop and the Albacore under-ran the hull of the surface vessel on its own momentum.

All of the above indicate many savings for the undersea craft: 1, fuel economy; 2, less weight in the hull since it will not have to cope with the buffeting of the seas; 3, space economy since they will be nuclear powered.

New Sea Routes

Just as following generations are going to move into outer space, they are going to go below the surface of the seas and many new sea routes will be laid out, particularly under the North Polar Ice Cap.

There is no motion from the turbulence of the sea at 150 feet and there will be no more seasickness.

While it would not have the appeal of a health-giving sea voyage on the surface, it will be possible to leave New York, dive to a depth of 200 or 250 feet, set the automatic navigation instruments and, without perceptible motion, be in Europe in one and one-half days.

Of course, navigation will be vastly complicated and paradoxically, simplified. The device will be entirely automatic, tied in with triangulated shore beams. There should be no chance of an accident or underwater collision, since it will be possible by sonar, operating automatically, to change course on proximity beams.

Vessels will be assigned definite depths at which to operate. As well, the position of every vessel will be plotted in shore-based navigation centres.

As far as tankers are concerned, a great deal of progress has been made in the utilization of synthetic rubber envelopes to carry up to 20,000 tons of oil each. These could be weighted to attain the correct depth and towed in trains by a powerful submarine tug.

It is not clear wether 100 years from now it will be necessary to transport large tonnages of raw materials. It is possible that the shipment and transportation of such major tonnages as iron ore will be completely obsolete.

New metals will be developed, alloys added to magnesium, refined from sea water through the use of atomic power will give it the tensile strength of steel, and many of the new plastics and synthetics will be adapted.

Unquestionably there will still be a necessity for the use of heavy transportation, at a more economical rate, than will be possible by the very large rocket airliners of the future, and this transportation will take place under the seas.

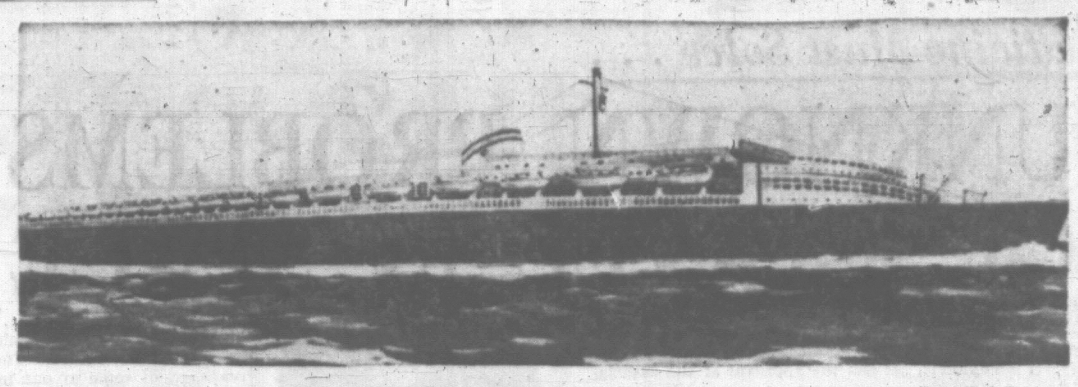
The development of undersea craft will bring new interest and accessibility of all that land that lies at the bottom of the sea and, since the sea covers four-fifths of the earth' surface, we have only just begun to tap our mineral resources.

Mother Submarines

It will be possible for mother submarines to carry a fleet of small submarine craft to conduct drilling operations to extract oil and ores from the sea bottoms. A whole new world will be opened up in the depths through the use of remote control television cameras which can explore the deeps.

Long before the next 100 years are up, many of the present known locations of sunken ships will have been explored and the treasure recovered.

I would like to be here to see it all.



TRIPS WITHOUT FRILLS ON GIANT SHIPS WILL BE CHEAP

If plans, now in the making are carried out, a ship like that pictured above, 1,150 feet, 90,000 tons, 34 knots, will soon be carrying 6,000 passengers to Europe for a $50 one-way fare, including transportation and berth only. One-class service is planned with large kitchen amidships servicing 1,500-seat cafeteria and 1,500-seat formal dining room.

Shipbuilder's Crystal Ball...

Synthetic rubber, plastics, practically sinkproof.

★ ★ ★

Hydrofoils to carry surface ships well above waves.

★ ★ ★

Electric currents from land might boost ship along.

★ ★ ★

Positive control of navigation by radio waves.

★ ★ ★

Sub shaped like whale, goes like one, under water.

★ ★ ★

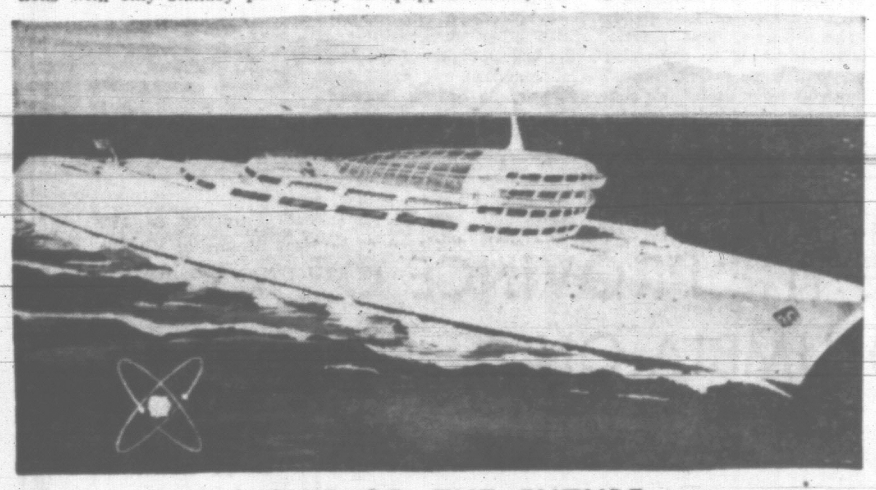
Tanker, 100,000 tons, to travel at 50 knots an hour.

★ ★ ★

No turbulence 150 feet down so no more seasickness.

★ ★ ★

Fission or fusion power will propel craft.



A SHIP OF THE FUTURE

This artist's conception of a "Ship of the Future" was unveiled in New York recently. At present it is only a marine architect's brain child. When completed and in service the sleek 600-foot passenger-cargo vessel will be capable of carrying 500 passengers to any part of the world in luxury and at high speed.

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BARKERVILLE, 1858

Camels, Cats and Whirlybirds

An Indian from up-Island, visiting the smithy at Victoria, dropped a remark: near Nanaimo, only 70 miles north, there were many "black rocks" like the blacksmith's imported coal. The year was 1849 — California's gold rush year. "Coal Tyee's" revelation started a rich new industry: and for decades British Columbia coaled the British Pacific Fleet and the furnaces of San Francisco.

An Indian stooped to drink from the Thompson River. A shining pebble caught his eye. The year was 1857. Gold-seekers flocked in from California. And in 1858 mainland British Columbia was established as a colony. A shrewd miner deduced that the gold was washing down from the Cariboo country, and there the human tide flowed. Barkerville became a roaring boom town overnight—for a time it was the second city in size to San Francisco on the entire West Coast. In 1862, a party from Upper Canada moved to British Columbia by the overland route, suffering frightful casualties.

The rugged Cariboo Trail taxed ingenuity to the utmost. Miners manhandled a piano 60 miles up the trail to Barkerville. Even camels were used for transport — the last one died in 1901. Long before the motor-car age, a steam-tractor chugged over the Cariboo Trail.

Banking service moved to the outposts and helped to spark development. The Bank of British Columbia, which merged with The Canadian Bank of Commerce in 1901, sent enterprising young bankers to frontier points, where in shacks and tents they weighed out the dust and nuggets from the miners' poke bags — and watched carefully for brass filings!

Not all seekers found gold, though flumes and pans and Davis wheels extracted many fortunes. Yet greater fortunes lay at the feet of the pioneers or towered above their heads. Forests of fir, rivers choked with salmon, superb grazing land and a rich fruit belt, all lay in British Columbia's treasure chest, waiting for enterprise to turn the key.

British Columbia's treasure chest is still yielding surprises, but the greatest treasure of all is the enterprise bred in her people by the conquest of a mountainous land. The first railway — a bold dream realized by grim determination — gave the great city of Vancouver its start. Steam-tractors gave way to "cats" or caterpillar tractors; camels yielded to transport trucks. Today the "whirlybird" or helicopter explores where the pioneer canoe could never penetrate.

And today The Canadian Bank of Commerce continues to serve at the frontiers, as in the settled regions, proud to be part of a pioneer tradition, proud to salute British Columbia in this, its Centennial year.

THE CANADIAN BANK OF COMMERCE

VANCOUVER, 1958

Medicine Must Solve . . .

UNKNOWN PROBLEMS OF TRAVEL IN SPACE

(This forecast has been made by a prominent member of the B.C. Medical Association, who wishes to remain anonymous. It has the approval of the association).

Anyone who attempts to forecast the happenings in medicine in the next one hundred years is likely to make many errors and miscalculations.

I am sure that a forecaster in 1858 would have been wrong in many of his prophecies for the one hundred years from 1858 to 1958: The ability to control infection at the time of operation was just beginning at that time and successful surgery was in its infancy although, of course, it had been practiced for thousands of years before that. The aseptic surgery permitted the doctor to open into the body cavities, do the necessary manipulations and close these body cavities up and have the wounds heal without infection.

Perhaps the greatest advances which have been made in the past 100 years have been in the field of public health and the control of infectious diseases.

The forecaster of 1858 would have been surprised to find that typhoid is practically unknown in civilized countries and diphtheria has been reduced to an occasional case. Tuberculosis which was a killer for centuries has now been tremendously reduced in its killing power and the number of sanatoria beds is being steadily decreased as the number of patients suffering from this dread disease decrease.

Yellow fever which was rampant in 1858 has been controlled in tropical areas to a large extent. The draining of swamps and killing of mosquitoes has reduced malaria to a minimum and its successful treatment has reduced mortality.

Lepers Will Return to Society

Even leprosy is now yielding to treatment and a proportion of lepers can look forward to returning to society as useful citizens.

Our milk supplies have been cleaned and our babies now are able to take cow's milk from reliable sources without the danger of receiving disease from this source. This is largely due to pasteurization brought about by the famous Louis Pasteur of France.

The advances in anesthesia could not have been foretold, the fact that we are able to keep the patient well supplied with oxygen during extensive prolonged operations and yet keep him well relaxed and in good condition for the surgeon to work.

The forecaster would have been amazed to be told that in the future patients would actually be stopped in their breathing and their breathing done artificially during the time of the operative procedure. This latter ability to control the breathing has enabled the surgeon to open the thorax and to operate on the other thoracic contents.

Perhaps the most amazing recent advance in surgery has been the ability to open the heart and actually operate on the inside of the heart while artificial heart and lungs carry on the circulation and respiration for the body. This surgery is very dramatic and probably will have a great future as the technique becomes perfected.

The advances, however, have not all been on the surgical and public health side, our physician friends have made tremendous advances also. They have been able to control diabetes, which at one time was one of the scourges of the human race. Although the diabetic is not cured, the physician is able to supply substances which do the work formerly carried on by the body.

Pernicious anemia, another dread disease, has now been controlled by supplying artificial means from outside of the body.

Infections were previously difficult to control. With the advent of the sulfonamide drugs in 1937 and later with the discovery of penicillin and other antibiotic agents, the control of infections has been very much more easily done.

Pneumonia which at one time carried a very high mortality is now controlled in a vast majority of cases by the administration of one of these drugs. How much simpler it is for the patient to merely swallow a pill or receive an injection rather than the complicated treatment previously prescribed with considerably less success.

Another Banting?

With the increased interest of the layman in science it is highly conceivable that British Columbia, in the next century, could produce a figure comparable in his or her day to the great Canadian, Dr. Frederick G. Banting, co-discoverer of insulin, that eased and lengthened the life of millions of diabetes sufferers all over the world.

We must not take our time reminiscing on what has passed but try to look into the future in to what we hope it will carry and, can, actually expect it will carry.

The greatest problem in the human race at the present in my opinion is cancer. Although we are able to eliminate cancer in a fair proportion of cases if it is found early, by surgical means or by the use of radiotherapy, if the case is far advanced then I am sorry to say medicine still has no sure cure for it.

We expect that in the future some simple method will be found to control cancer. I would forecast that this would be something in the way of a chemical treatment or a substance similar to an antibiotic that would kill the cancer cells in the body, thus surgery will be eliminated as the main treatment for cancer. Another possibility is the use of products of certain glands, obtained from animals. The research that is being carried on at preesnt would seem to indicate that this cure will be found within the foreseeable future. The treatment of some of our infections is still not well done by the present antibiotic drugs.

I would forecast that during the next one hundred years other substances will be developed which will be efficacious against all the bacterial infections and virus infections which at present are a problem to us.

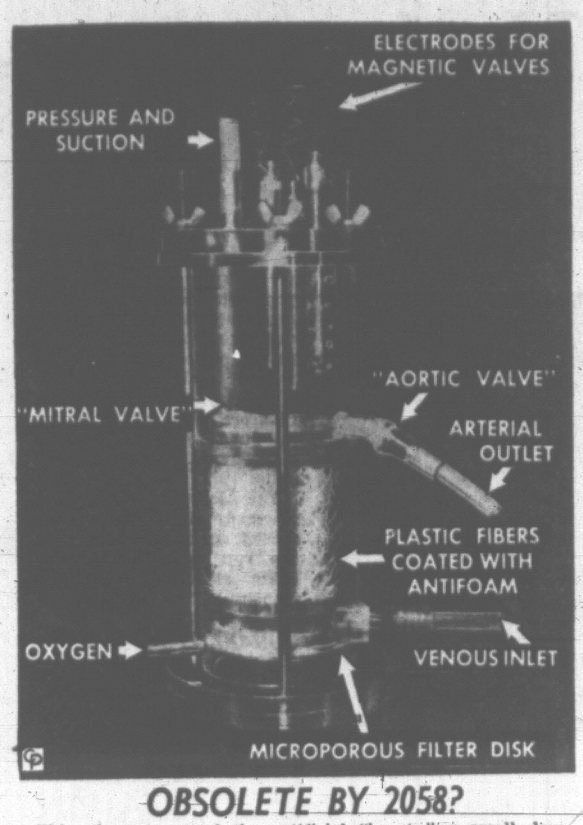
Undoubtedly the most serious of the virus infections, from an economic standpoint, is the common cold. Some substance similar to an antibiotic, will be found which will stop this persistent disabler and save many man hours of labor.

Although small pox and poliomyelitis, virul diseases, can be quite effectively prevented by vaccination, an efficient rapidly acting treatment for the disease will be found in the future.

New Preventives

In the field of public health we will hope that preventive medicine will carry on and that we will be able to prevent the development of dental caries and thus remove one of the problems of the white race.

We would expect that further improvement in treatment and improved antibiotics would completely or almost completely eliminate tuberculosis as a problem so that a tuberculous case would become a curiosity. As pulmonary tuberculosis will be found early before any lung is destroyed, and the treatment so effective the process would not spread, surgery for pulmonary tuberculosis will be eliminated. The treatment being effective would prevent destruction of bones, joints and kidneys so these tissues would be restored to normal and carry on their appointed functions, rather than require surgery for their control with usually at least some loss of function. This would enable many of the efforts now being directed toward tuberculosis to be directed toward other treatments.



OBSOLETE BY 2058?

This, the newest of the artificial "hearts," a small, low-cost oxygen pump to simulate the action of the heart will become, like all other heart machines, useless sometime during the next century. Control of the deterioration of the arteries by diet and glandular treatment will, it is predicted, bring control of the dreaded "heart attack," which now kills so many persons.

In the future we might expect to have childbirth made even easier than it is now, by improved methods of anesthesia or perhaps by methods of psychotherapy which at present are receiving some attention.

The expectant mother of the future can look forward to a comfortable pregnancy, living a normal life and when her baby comes can expect to have all the joys of having her baby with none of the discomforts.

In the field of surgery we would hope that the problem of shock, which is a condition in which a patient's condition deteriorates from some trauma that he receives, will be better understood and will be controlled by some medical means. We have at present some drugs which are fairly efficacious in the treatment of this condition and we expect in the future refinements of these would eliminate shock as a severe problem.

The question of controlling hemorrhage would appear to be fairly well in hand at present. We would hope that in the future that methods of controlling hemorrhage, particularly in patients whose ability to clot is poor, will be improved.

Preserve Arteries

In the field of medicine we will expect that some method will be found to control the deterioration of the arterial system that takes place with advancing age, that is the life span of the human individual would be considerably increased by this knowledge.

At present we believe that this deterioration in the arterial condition of the patient has something to do with his diet and probably something to do with the various glands in his body. We will expect in the next one hundred years, with further advances and knowledge of dietetics and with the advance in knowledge of the glands mentioned, that arteriosclerosis would be controlled or, to a large extent, slowed down and our useful life considerably increased in length.

With the control of arteriosclerosis would come the control of the dreaded "heart attack" from which so many men and women, in the most active part of their lives, suffer and, often, are taken from us prematurely, as we think. So the control of arteriosclerosis would be a tremendous advance. We will hope this will be done either by dietetics or by some medicine that can be given simply.

At present, of course, we have many paralyzed individuals in our midst. For these paralyzed individuals we are able to do very little in the way of curing in the present state of our knowledge. We will look to the future hoping that a method will be found whereby the nerves, which at present are destroyed either by trauma or by disease, may be restored to their useful function.

Many Paralyzed

Speaking of nervous diseases we would also look forward to more knowledge of mental disease so that these people could be treated by some method, perhaps undiscovered, to eliminate them as problems to themselves and their families. I would forecast that some definite cause would be found in the patient's body to cause the mental upset and that, by the addition of something to the body or the neutralization of something that is presently in the body and yet unknown to us, these people could be restored to a normal mental condition.

In the case of children born mentally deficient we would hope and, expect, that something would be found in the mother's condition or the father's condition that was the cause of these children to be poorly developed and that, by adjusting this arrangement, a normal child could be obtained.

In the case of children born with other abnormalities of the body, outside of the mental condition, we would look forward to having the child born normally by proper preparation of the parents.

In the case of public health we would look forward to having the public health officer having the authority to control patients who have conditions they may transmit to other citizens, thus eliminating a source of infection. We feel that people who have not the ability or, the will to co-operate, should be made to co-operate for the benefit of the remaining citizens.

Looking forward, one's imagination can run rampant when we discuss the possibilities in the construction of hospitals and other institutions for the care of the ill.

First of all, we would look forward to having adequate bed capacity for anybody who becomes ill so that the doctor, treating such a patient, would not have to wait any length of time to have the patient admitted, simply notify the hospital that, there is a patient sick who requires hospitalization and accommodation would immediately be available.

The hospitals themselves would be adequately staffed with highly skilled nurses who have received considerable training and, also, have kept their humanity so that they are able to feel for the patient under their care.

Hospital Smell Goes

These hospitals will be airy institutions with plenty of sunlight, plenty of room between the beds and plenty of ventilation.

There will be separate rooms for patients who are very ill, and for those who have conditions that hinder progress of their fellow sufferers. These can be kept by themselves and carefully nursed till they are fit to be placed with the other patients.

All the old hospital smell, so called, will be completely eliminated by complete air-conditioning.

The operating rooms will be ideally situated to prevent bacteria coming into them and the patient will go to the

Continued on Page 18

Longer Life Ahead

Chemical treatment to kill cancer cells in human body.

★ ★ ★

Substances to offset bacterial or virus infections.

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Preventive medicine to halt development of dental caries.

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Easy childbirth by improved anesthesia or psychotherapy.

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Prescription Specialists

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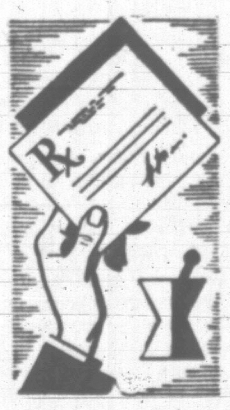

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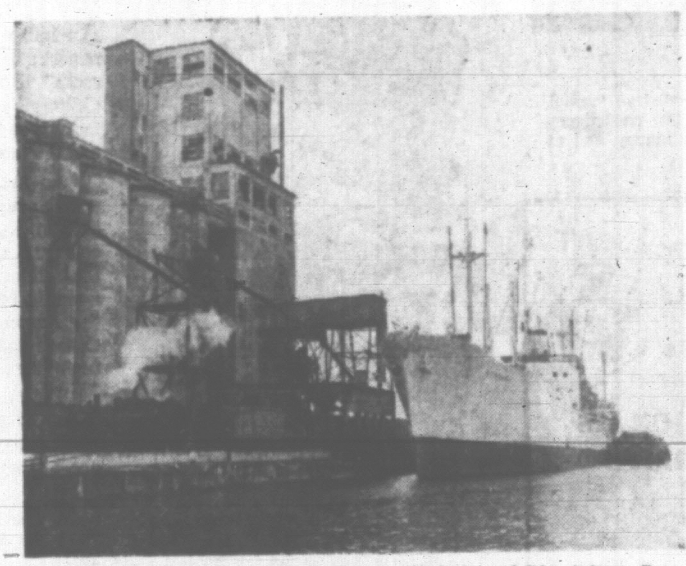
In commemorating Centennial Year, we note our province's great development in the past and look with confidence to its brilliant future.



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BIGGER PROFITS from BETTER FEED

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Pictured above, "ADA," won honor list for top production in Canada for 1957 in the 3-year-old class, 21,635 lbs. of milk, 4.45% test, 936 lbs. fat. Ada's 4-year-old record 20,154 lbs. of milk, 4.47% test, 901 lbs. fat.

"DAPHNE," 3-year-old, paternal sister to Ada, second honor list, 18,598 lbs. milk, 4.57% test, 849 lbs. fat.

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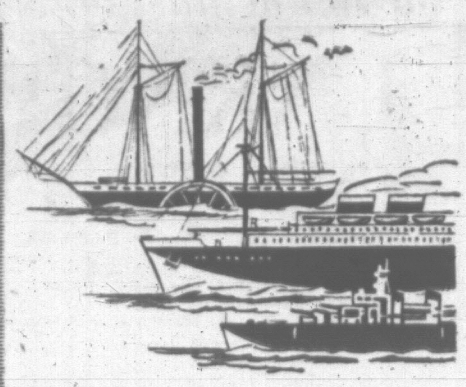

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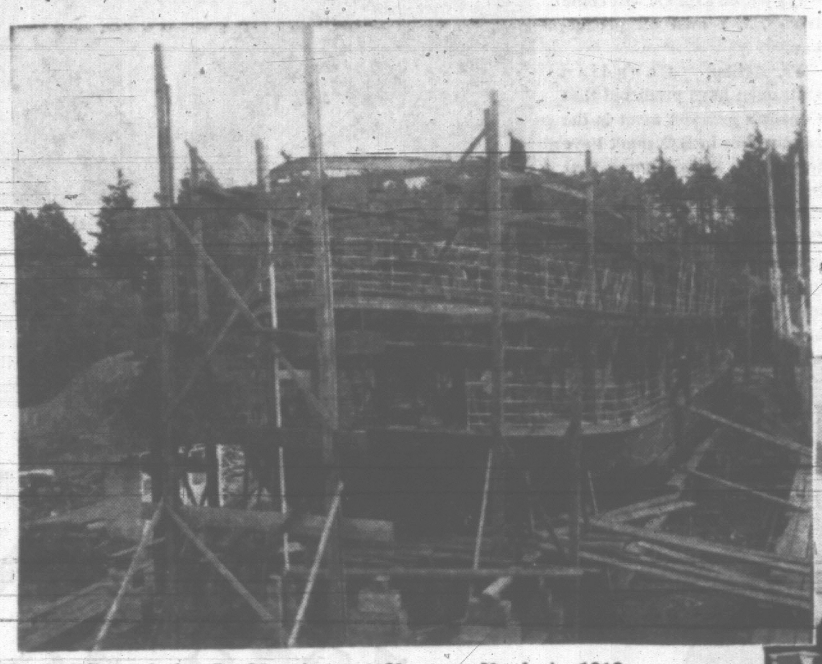
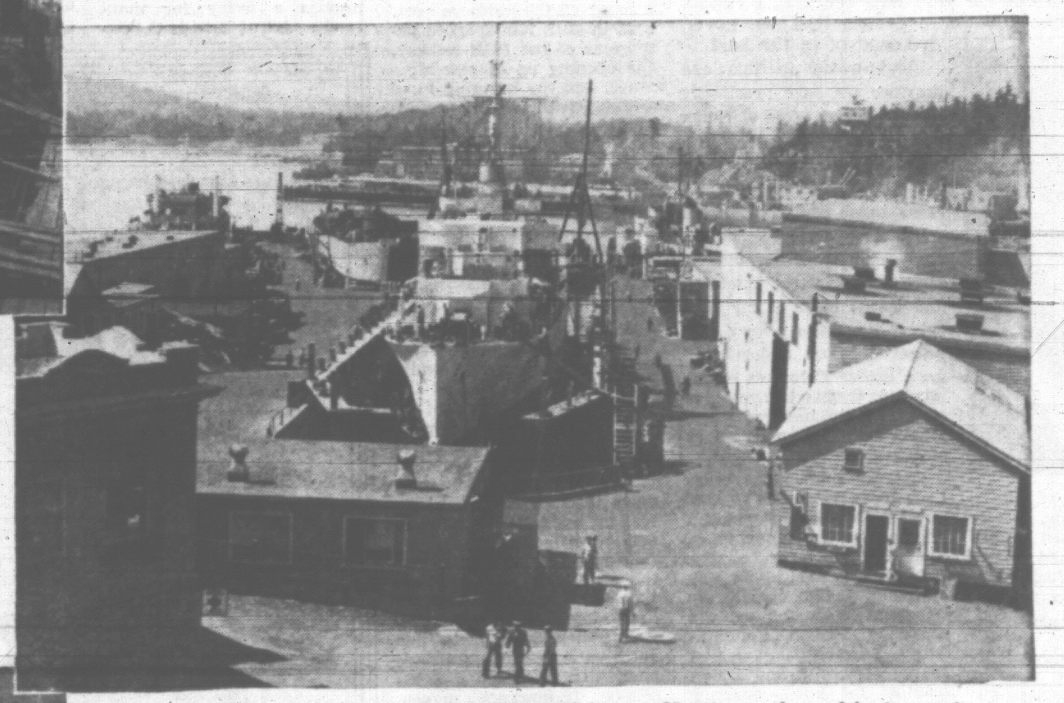
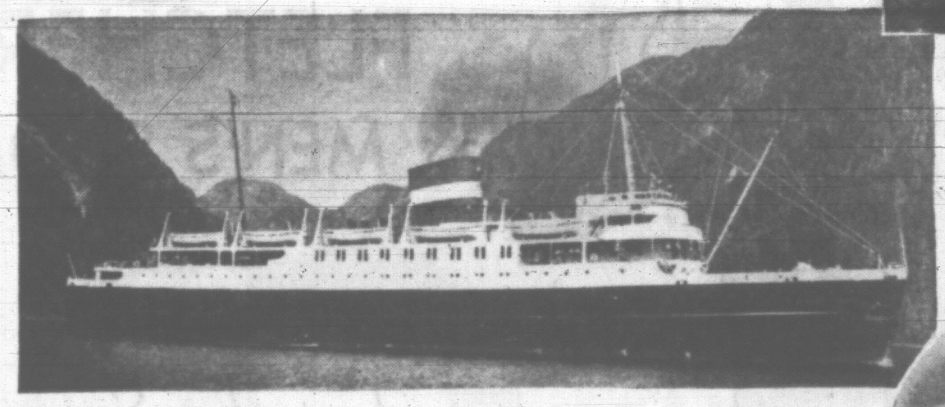


The building of the Ss. Maquinna at Yarrows Yards in 1913. This famous vessel served the West Coast of Vancouver Island for almost 50 years before she went into honorable retirement.

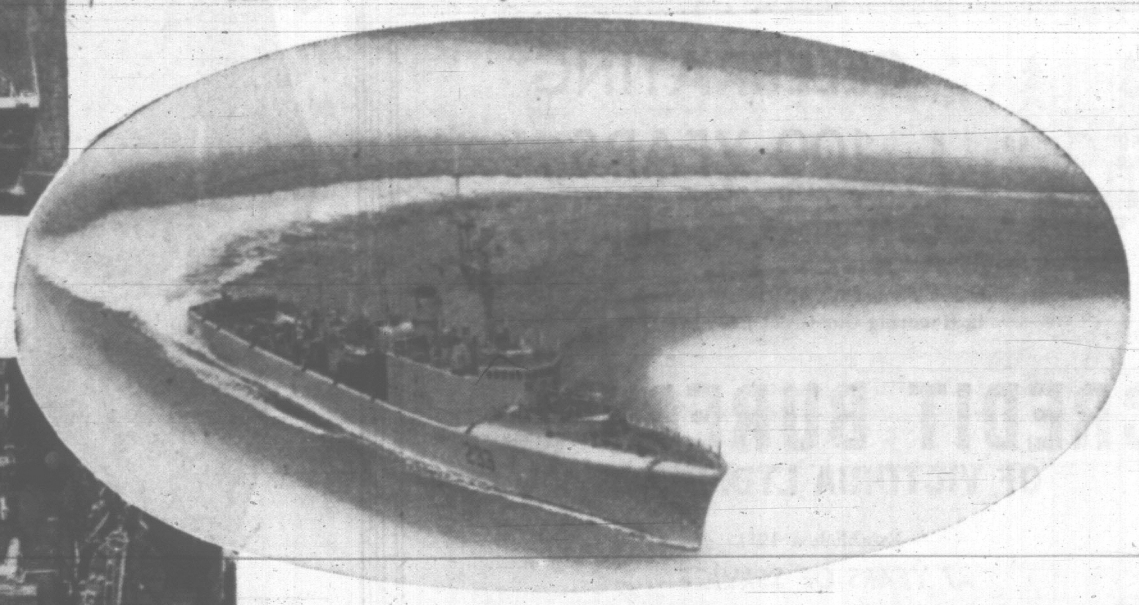


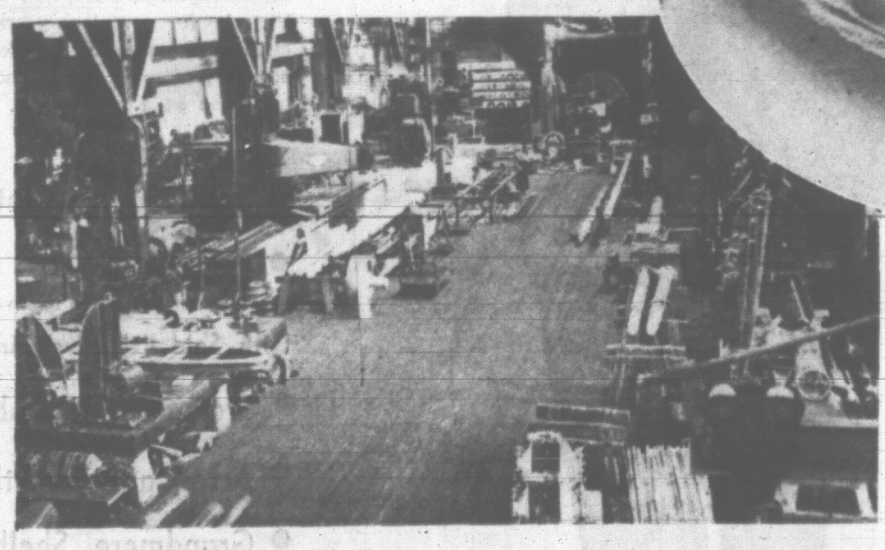
Above—A scene of war-time activity at Yarrows, where frigates and landing craft were built for the R.C.N.

Below—H.M.C.S. Fraser, the last word in destroyer escorts, completed at Yarrows and launched last year.



Ss. Prince George, 5,812 tons, built for the C.N.R. and delivered in May, 1948. This graceful passenger vessel was completed by Yarrows in 18 months.





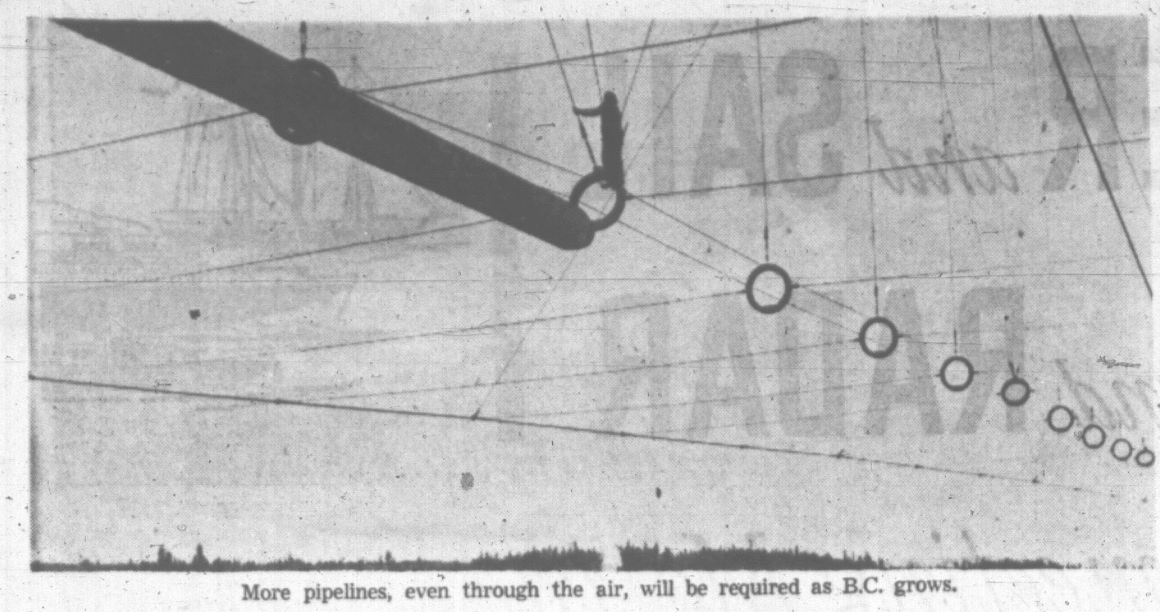
The modern machine shops at Yarrows that are geared to handle any work. In conjunction is a complete electrical department, specializing in the repair and re-winding of electric motors, with special facilities for dynamic balancing.

In addition to serving the marine world, Yarrows does extensive work in the industrial field. Not only building, repair and maintenance of craft of every size but the construction of pre-fabricated steel work, tanks and special installations of all kinds is carried out.

Throughout the years Yarrows has been an integral part in the development of the B.C. Coast. Today our engineering facilities are streamlined to meet demands of modern progress.

YARROWS

VICTORIA, B.C.



More pipelines, even through the air, will be required as B.C. grows.

Another Century Required To Check B.C.'s Resources

By FRANK M. McMAHON

British Columbia, although a hundred years old this year, is still a province of the future. For the future there is nothing but growth, for the huge resources of this province have scarcely been touched, except in the southwestern extremities of our vast land. As a native of British Columbia myself who has watched B.C. grow in the past half century, I expect to see in the next 100 years events that we never dreamed of in the past.

NATIVE SON of B.C., Frank M. McMahon, president of the Westcoast Transmission Co. Ltd. and chairman of the board, Pacific Petroleums Ltd., is the pioneer developer of B.C.'s vast oil and gas resources.

Born in Moyle, B.C., in 1902 he has been in the drilling and oil and gas business all his life.

His companies made the first oil and gas strikes in B.C. and have spent nearly $40,000,000 in their development.

Concentrated in this one province we have practically a cross-section of all of North America. We have mountains, we have rolling plains, desert land, agricultural areas, ranch land, some of the world's greatest timber stands, mineral resources, huge hydroelectric potential, and lastly, more in my own sphere, we have a very rich potential in oil and natural gas. British Columbia has so much in it that it's going to take another hundred years merely to make an inventory of our resources.

For the immediate future I see great changes in an area of the province in which I have worked for many years. That is our North country. The North is vital to our way of living, and in opening up its great resources we are providing British Columbia with a new economy, a new source of wealth and a new frontier for our pioneering people.

The discovery of oil and natural gas in appreciable quantities in the Peace River area of British Columbia approximately seven years ago provided an impetus for a growth which will snowball into an unheard-of development. But oil and gas are merely the starters and are already providing the nucleus for large new industries throughout the northern area. This in turn has sparked extensions of the PGE railway, the opening up of new highways, and the bringing in of population to form new cities and communities.

Our Peace River area alone contains some of the finest agricultural land on the continent, whose crops win prizes in every exhibition. The sedimentary basin in which oil and gas are found stretches over northern British Columbia's 30,000,000 acres in this district and on up through the Yukon, the Northwest Territories, into the Arctic, and I am sure contain one of the world's great reserves of oil and gas. As gas and oil pipelines from these reserves snake farther northward, they will bring these products down through British Columbia to market and provide new power sources, new payrolls and new industries for the peoples of our province. Expenditures on oil and gas development and the expansion that follows it in this northern area of the province have already reached $350,000,000. If markets can continue to be found for the products, there is no reason why the expenditures should not grow and the expansion continue at even a more rapid rate.

As this northern exploration and northern development grows I can therefore see cities fueled by gas, using electricity from huge northern hydro developments that will provide a living for thousands. All of British Columbia, from the farthest north to the southern border, will be linked by blacktopped highways whose asphalt will come from B.C.'s own oil production.

Far-sighted Canadian statesmen have predicted that Canada's greatest asset is the North. We in B.C. don't have to predict it, we know that in British Columbia we have Canada's greatest section of the north country. The development there will be reflected in every portion of the province because the wealth pours out from there to all citizens, whether it be in royalties and land sales from our own gas production, or in new sources of hydro power, in metals, in new farm crops.

British Columbia, gateway to the Orient, storehouse of raw materials, an unlimited source of power, with an equitable climate, year-round fine harbors, is a land of its own. There is no doubt in my mind that this province will become one of the most prosperous areas of North America. And maybe of the world.

Pipeline Chief Views Future

Undreamt of wealth

★ ★ ★

Great changes in vital north

★ ★ ★

Oil, gas merely starters

★ ★ ★

New payrolls, industries

★ ★ ★

Expansion to snowball

★ ★ ★

Power sources unlimited

★ ★ ★

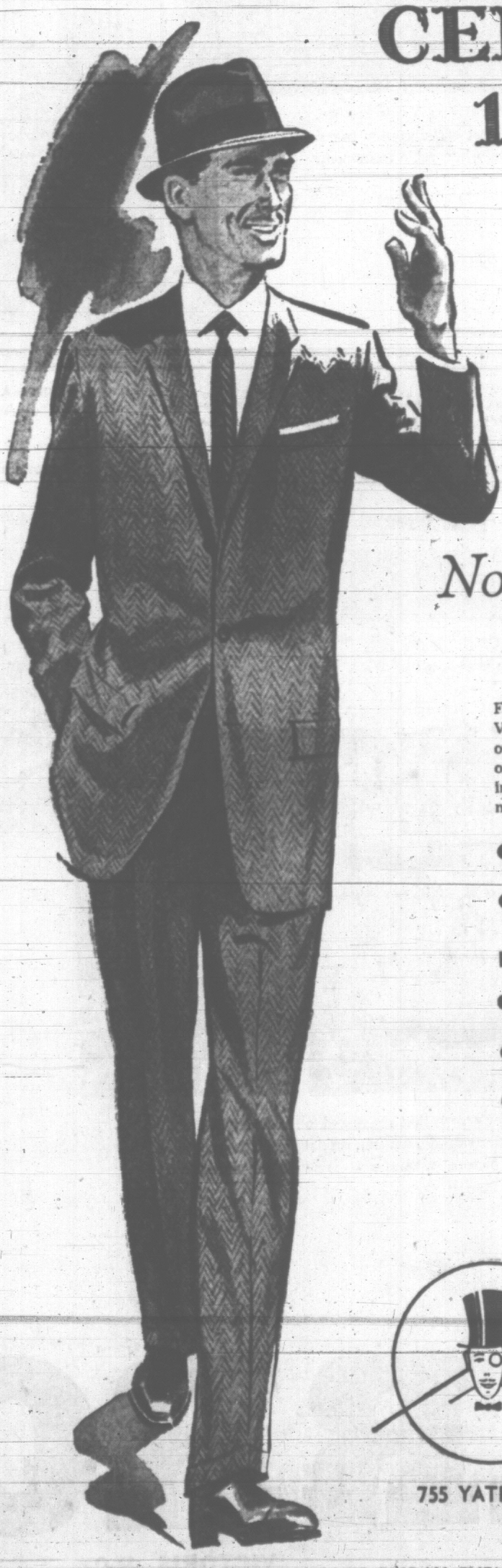
A land of its own

★ ★ ★

Maybe most prosperous area of the world

Other pipelines will be buried like this one at Loon Creek, B.C.

BRITISH COLUMBIA
CENTENNIAL
1858-1958



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Navy Hopes for Peace but . . .

Must Control Pacific Above, On and Below

By REAR-ADMIRAL H. S. RAYNER, DSC AND BAR, CD, RCN,
FLAG OFFICER, PACIFIC COAST

Delving into the future is hazardous work. Nonetheless any officer involved in operational planning for defence must have an eye to the future in all his work.

I wish to emphasize the fact that this is a purely speculative look at the Pacific Command as it may be 25 years from now. It is by no means a forecast, it is simply my own reckoning of the lines along which the Command may develop.

I would like to thank several officers serving ashore and afloat on the West Coast for their contributions of valuable ideas and assistance in this project.

REAR-ADMIRAL RAYNER

What will be the operational task of our Navy's Pacific Command in the early 1980s? What types of ships and aircraft will carry out the task? What sort of men will serve in the ships? What kind of shore establishments will support the ships and aircraft?

To give this discussion some validity, it is necessary first to establish the framework within which the Navy may exist. The framework itself is speculative and, in outlining it, I have had to peer ahead at our rapidly changing world and make certain arbitrary assumptions.

I am assuming that, 25 years hence . . .

1—The Western Allies will have remained strong and united thus forestalling a global war. There may have been flareups, some as serious as Korea.

2—The world will still stand in two armed camps: the free nations on the one hand; the Communist states on the other.

3—A relatively delicate balance of power will exist, vigilantly guarded by the United Nations which supports a small world police force. It is hoped that this brittle peace will allow time for the development of an effective disarmament treaty among all nations.

Ballistic Missile Decisive Weapon

Lacking effective disarmament . . .

1—The ballistic missile will be the decisive strategic weapon of both camps. A defensive system of anti-missile missiles will be built up at fantastic expense by the USSR and the USA. Although the system is not likely to be perfect, it should at least be impregnable to manned aircraft.

2—Nuclear-powered submarines armed with either ballistic or guided missiles will constitute the bulk of the Soviet fleet. This will continue to be the largest submarine force in the world. The Allied Navies will possess similar vessels for use offensively against shore targets and defensively against enemy submarines. The aircraft carrier will evolve into a nuclear-powered surface vessel or even a submersible, armed with both ballistic and guided missiles as well as vertical-take-off planes capable of flying manned or unmanned.

Technology will make startling advances . . .

1—Both Russia and the USA will have manned satellites in space. The satellites will serve to observe activities on earth and as outer bases for exploratory voyages into space.

2—Great Britain and Europe will depend largely upon nuclear power. In North America the conversion to nuclear power will not move as rapidly because of the abundance of hydro-electric power, oil and gas resources.

3—The exploitation of this tremendous new source of power will have quite astonishing effects and promises to bring an undreamed of standard of living to the "have-not" nations. Naturally this will create new political, economic and social problems but these are beyond the scope of my remarks.

So much for a very general picture of world conditions. Canada, by virtue of her geo-political and strategic situation, will become more and more a leading power in the Commonwealth. I am told that by the year 1980, Canada's population is likely to approach 28,000,000. This population, working with our superabundant natural resources, should build great national wealth.

The threat of the missile submarine and increased importance of the Pacific littoral will focus strategic attention on western Canada, a vital part of the frontier between the free nations and the communist bloc.

Canada's responsibilities are growing, and, as now, one of her first responsibilities will be its role in the councils of NATO. Our armed forces are now almost completely integrated into the NATO forces and this commitment is not likely to change.

Considering a growth in population from 16,000,000 to 28,000,000, and the task of fighting the tremendously dangerous potential of missile-armed submarines, I think one can assume the Navy will have grown to something around 30,000 officers and men by the year 1983. A navy of 30,000 manning nuclear-powered ships, submarines and aircraft will represent a very much more formidable fighting force than the increase in manpower alone would indicate. It will be correspondingly more costly.

The coast of B.C. will become an increasingly important maritime defense region. This will not mean any considerable build-up of the existing installations in and around Esquimalt and Vancouver but rather the development of additional support facilities for the fleet dispersed elsewhere. The central base and the peacetime Maritime Command Headquarters will still be located at Esquimalt and the base will be the last word in ship repair equipment and logistic support.

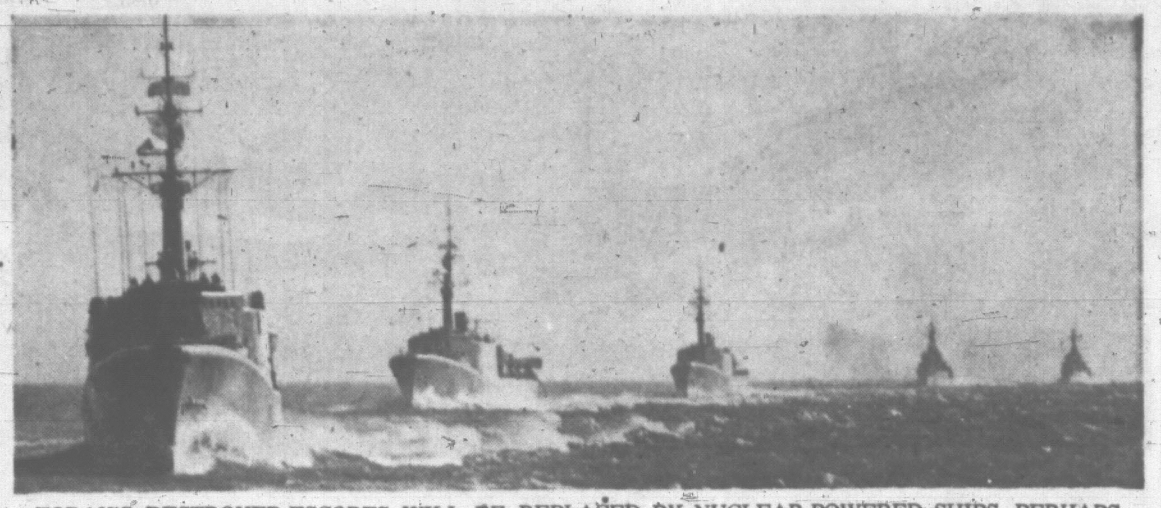
Metropolitan Victoria may be expected to grow in step with the rest of Canada and naval personnel will make up about the same percentage of the city's population as they do today.

We will depend on mobile bases for additional shore support to be established as necessary in undeveloped harbors perhaps further north on Vancouver Island or the Queen Charlottes. There should be portable "packaged" nuclear power plants available by then which will make it possible to locate small temporary service bases almost anywhere operational conditions may dictate. Such temporary bases will prove to be elusive missile targets.

North Protected

The Royal Canadian Navy will maintain its specialization in anti-submarine warfare. To its surface anti-submarine ships will be added a number of nuclear-powered "anti-submarine submarines" capable of patrolling and fighting under the polar ice. Thus Canada's northern flank, open to seaborne forays by nuclear submarines and atomic ice-breakers, will be effectively protected.

At one time the great ice-filled Arctic was an impenetrable natural defence line except for a few months in some summers. But, the recent voyage of USS Nautilus beneath the polar ice pack, demonstrates that in future we must look to the integrity of our Arctic sea frontier and Hudson's Bay against the marines armed with 2,000-mile range Polaris-type missiles. Such a submarine in central Hudson's Bay could strike practically any target in Canada with its missiles.



TODAY'S DESTROYER-ESCORTS WILL BE REPLACED BY NUCLEAR-POWERED SHIPS, PERHAPS SUBMERSIBLES

The Admiral Predicts . . .

Manned satellites in space of 25 years.

★ ★ ★

Submarines increase threat to Pacific Coast.

★ ★ ★

Portable "packaged" nuclear power plants.

★ ★ ★

RCN to have 30,000 officers and men by 1983.

★ ★ ★

Satellites may cause all naval ships to be submersible.

Grave Threat

These submarines with their missiles, as well as torpedoes, will gravely increase the threat to the Pacific Coast. To counter the threat, Canada's nuclear submarines will be capable of carrying the battle far across the seas. In war, they would blockade, with other Allied units, the approaches to enemy submarine bases for long periods. The surest defence is to kill the enemy before he clears his own waters.

Some of the enemy craft would doubtless reach the broad oceans. I must point out that the vastness of the oceans must be experienced to be appreciated and the problem of keeping the seas under surveillance is correspondingly vast. Here we will maintain complex submarine detection barriers at sea, similar in function to the present-day northern early warning lines against aircraft, but instead capable of detecting undersea craft scores of miles distant.

There will be patrol lines of ships in the proximity of these detection barriers working in conjunction with extremely long-range atomic-powered shore based maritime aircraft. If the "watching" capability of the rival satellites, mentioned at the beginning can be developed sufficiently to survey the oceans minutely all naval ships will have to be submersible.

In the great struggle for control of the seas, ships and aircraft complement each other, providing a constant, rapidly available capacity for destroying intruders who attempt to penetrate the barrier.

If we are to protect effectively the west coast of North America and its sea communications, we will have to control the eastern Pacific above, on and below the surface.

The St. Laurent and Restigouche classes of destroyer-escorts will remain the backbone of the fleet for many years, but will gradually be replaced by somewhat larger nuclear-powered destroyer types armed with a heavy and versatile arsenal of missiles; surface to air, surface to surface and surface to subsurface.

The increased size of these nuclear destroyers will be directly related to the more powerful weapons they carry. These weapons will include guided missile-homing torpedoes and nuclear anti-submarine projectiles.

Submarine detection apparatus will be of very long range and extraordinary accuracy. Anti-missile radar will increase the ships' defensive capability.

Nuclear power will release ships from the burden and limitations of oil fuel. Endurance will depend upon the capacity of men to stand up to long periods at sea in comparative isolation and cramped quarters, rather than upon the accessibility of tankers or shore bases.

The fleet will be backed up by a fleet train of nuclear-powered service ships carrying stores and spares of all kinds. No longer will the Navy have to rely upon fixed shoreside installations for day-to-day requirements.

The officers and men of the Navy will be people very much like those you probably know today. The report completed in 1957 on the Personnel Structure of the Royal Canadian Navy gives a good indication of trends in training, selection and employment of naval personnel. Most officers will be educated up to degree level in engineering or science with a sound military training and nautical experience superimposed upon their academic learning.

Skilled Technicians

Basic educational requirements for men may have to be upgraded and technical aptitude will assume more and more importance. Most men in sea-going ships will, of necessity, be highly-skilled technicians.

Certain requirements of the Service will not change in the next 25 years. The character of the individual man will still be all-important. To meet the challenge of sea-going service in the 1980s, the sailor will have to continue to be a fit fighting man, extremely adaptable and imbued with a sense of purpose. More than ever the Navy will have to recruit young men of good education, ability and character.

Hideous Thought

At the beginning of this "look" into the future I could have assumed that we would be struggling out of the aftermath of a global war—a hideous thought; or, that the ideological conflict between east and west would still be dividing the world into two camps; or, I could have assumed that this basic clash of philosophies had been settled.

Although my guess is that the armed truce will probably hold for the next 25 years, there may well come a day when this conflict will be peacefully resolved. Even then, in that comparative "Golden Age," disarmament notwithstanding, the Navy will still be needed to carry on—probably as a component of a United Nations Police Force.

It is my personal conviction that the Pacific Command of the Royal Canadian Navy will grow substantially in size, manpower, facilties and importance in the years to come. As in the past, so in the future, the Navy will continue to be a feature of the life of British Columbia—so long as ships sail the seas—serving under Providence as "a security for such as pass on the seas upon their lawful occasions."

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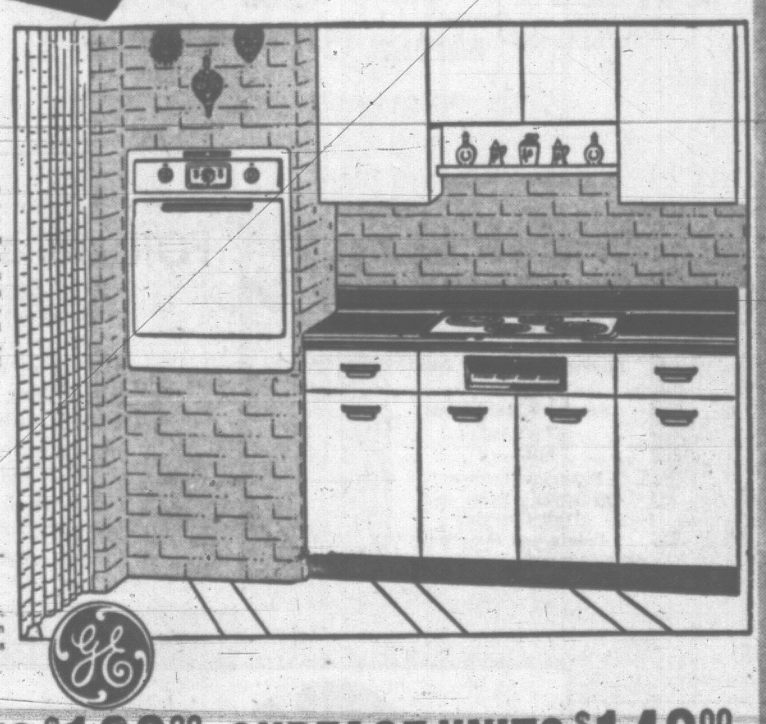

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Boundless Future Looms For Mankind in Aviation

By G. W. G. McCONACHIE
President, Canadian Pacific Airlines

As we celebrate the 100th birthday of this province, British Columbians are being touched by the magic of flight more than ever before, and we are becoming fully aware of the startling achievements which have taken place in our own corner of the globe during the first mid-century of flying.

Even those of us who are most closely involved in the living history of air transportation, however, find it difficult to predict the shape of things to come, to forecast what the next half-century will mean to you, or your neighbor in London, who today lives not more than 24 air hours away from your front doorstep.

In order to fully appreciate the significance of future developments which are likely to take place in air transportation both in B.C., and on a global scale, it is neecssary to take a close look at what has been accomplished during the past 50 years.

Just two years ago, the airlines of the world carried a total of 78,000,000 passengers, and it is no secret that this number will rise to top the 100,000,000 mark, at the latest in 1959. For the past decade, passenger traffic on the global skyways has increased by at least 15 per cent per year, and, it is my opinion, that this year will see an increase of 20 per cent in the number of passengers carried. This will come about largely because of the increased size, speed, range and passenger appeal of the new turbine-powered aircraft which many of the major airlines are putting into operation during 1958.

Swift Changes the Rule in Aviation

As we are all aware, the air age is a period characterized by swift, sometimes violent change. For example, it is startling to recall that, as recently as 30 years ago, the solo flight of Charles Lindbergh across the Atlantic made bigger headlines and created a greater sensation than last year's launching of the Russian satellite. Even 12 years ago, at the end of the war, the air crossing of the Atlantic was widely regarded as an adventure reserved for the heroic or foolhardy.

With this in mind, it is astounding to realize that during the present year, over 1,000,000 people will follow Lindbergh's trail, flying across the Atlantic. Between 1950 and 1956, trans-ocean air travel increased by 141 per cent, while sea travel increased 16 per cent.

In 1956, for the first time, more people crossed the Atlantic by air than by water. During the peak travel period last summer, there were 100 airline flights every day between this continent and Europe.

This same amazing pattern of routine air service extends across every ocean and over every continent around the world. Someone with a hobby of statistics, and a lot of time on his hands, has calculated that world air transportation has logged enough miles since the war to equal 22,000 round trips to the moon, approximately five a day since 1945.

Very few passengers are interested in the moon as a destination just yet, but in the meantime, millions today are making casual flights that even 20 years ago would have seemed just as fantastic.

Disregard Statistics

In order to complete the picture of the role which air transport has played in our daily lives so far, we must disregard the staggering statistics of commercial aviation for a moment and focus our spotlight on the individual traveller, businessman or letter writer. In separating people from the maze of large numbers, we find that the services rendered by the airlines have gradually been brought within the reach of more and more passengers. An approximate picture of the 2,000,000th tourist passenger to cross the North Atlantic revealed that he was young, under 40, and his income was under $7,000 a year. During the peak travel period, this passenger might well have been female, even younger and with an even smaller income.

To my mind, then, the most important milestone we have achieved in the first flying half-century is just this:

GRANT McCONACHIE

today, flying is not a luxury for the rich and great, it is an accepted fact in the experience of the average man.

And now, what lies ahead in the future? First, let's examine the events which lie immediately ahead of us. The year 1958, has been called "the crucial period," the significant year in which either progress will be maintained in the air transport industry, or stagnation will begin. This reason being primarily that 1958 is the airlines' final chance to complete preparations for the jet revolution.

Within four years, the long-range, high-speed pure jets will dominate the race for cash customers on the world air lanes, and unfortunately, fleets of these aircraft cannot be ordered in the same way a housewife picks up a quart of milk at the corner grocery. They must be purchased well in advance, and, correspondingly, their supporting facilities such as improved traffic control, navigational aids, airports and passenger ground handling equipment must be prepared and in readiness long before the first jet-powered aircraft start carrying passengers.

Benefit for All

The impact of the jets on our economy here in North America will be far-reaching. Our whole economy will indirectly receive the benefits of the billions of dollars being poured into jets and their supporting facilities. As a result of this large-scale spending, new jobs, new plant facilities, and most important, increased private investment, will be created to serve as a vitalizing force everywhere.

As far as the individual is concerned, I believe that prospects as a result of the jet age can be summarized accurately with the prediction that during the next 10 years the air traveller may expect a much-improved product from the airlines. In fact the coming of turbine-powered transportation on international routes will offer the customer the best buy in the entire history of travel.

This does not suggest a significant lowering of air fares. I think the airlines have already achieved economic miracles in actually holding their prices below the 1939 level in the face of steadily rising costs. I do predict, however, that, with no significant increases in fare, the passenger will have a faster, smoother and more direct ride from origin to destination. The trend is to long-range, non-stop flights, at higher altitudes and free from the noise or vibration of the piston engines. The big turbine-powered intercontinental airliners of the near future will fly in the placid sub-stratosphere eight miles above the earth, well above the weather. They will fly so fast they will actually leave the noise of their own engines behind.

Huge Investment

Canadian Pacific Airlines inaugurated Bristol Britannia turbo-prop service in North America this spring on the Vancouver - Amsterdam Polar service. The first of six Britannias, largest and fastest in-service commercial airliners in the world, was delivered in Vancouver in February. By the end of the year, they will be in service on all our international routes. These airplanes represent an investment of $21,000,000 but they will more than pay their way in greater efficiency, speed and comfort of flight. Each of these "whispering giants" will cruise at 400 miles an hour. They will carry 100 passengers, and they will fly 5,000 miles without landing for fuel.

The big turbo-props in time will be succeeded, or perhaps supplemented, by the pure-jets or turbo-jets such as the Boeing 707 or the Douglas DC-8. The price tag on these is in the neighborhood of $5,000,000, and we have to admit that's a pretty exclusive neighborhood. But their speed of 550,600 miles an hour, their capacity of 150 passengers, and their range of 6,720 miles, justifies the very substantial investment involved.

You may well wonder how the airlines can even contemplate the expenditure of $5,000,000 for a single airplane, but the secret is in the productive capacity of high speed coupled with large passenger capacity. To illustrate—a single DC-8 will be able to make 450 Atlantic crossings in a year with considerable ease. This means that it can deliver 60,000 passengers over the Atlantic route in 12 months. This is comparable to the transportation capacity of the most modern passenger steamship, which costs $70,000,000 and requires a craw of 1,000 people to operate, compared with 10, at the most, on the airliner.

Prophecy Risky

Prophecy, as applied to air transport, is an exceedingly risky business, particularly with such power prospects as rocket engines and atomic fuel on the horizon. It is almost certain that the experts will be confounded by the developments in the next quarter century of flight.

I believe it is safe to predict, however, that with the advent of the 600-mile-an-hour jets, the airlines will reach a 10-year plateau. During this period there will be route changes and variations in passenger service, but no significant increases in aircraft performance. It will take time for the airlines to recover their multi-million-dollar investments in this fabulous flying equipment.

Another consideration is

Continued on page 17.

Veteran Flier Looks Ahead

Refrigeration will beat sound, heat barriers.

★ ★ ★

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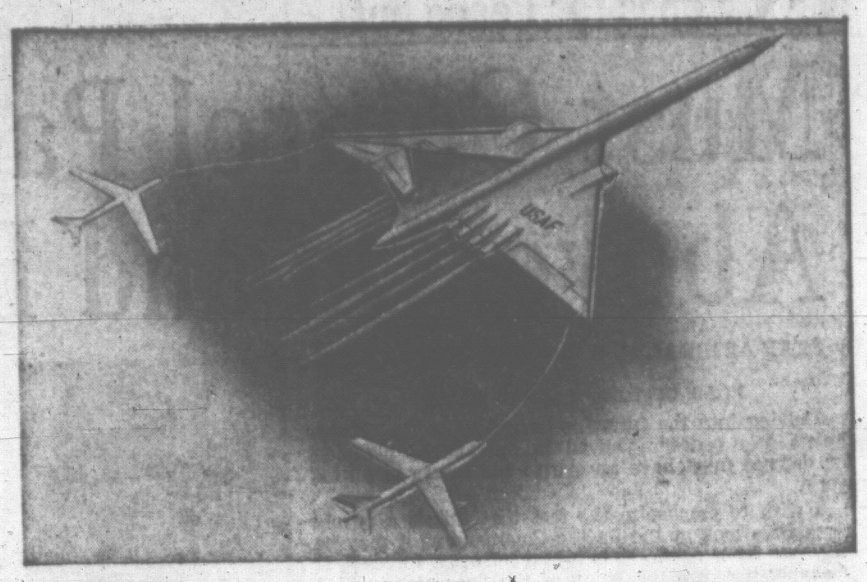

Here's how atomic-powered plane would tow passenger aircraft off over airport.

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ENERGY TO REVOLUTIONIZE LIFE IN COMING CENTURY

By A. E. GRAUER
President B.C. Electric Co. Ltd.

Energy and industry, industry and energy . . . to many, and, especially those people most concerned with the beneficial effects of industrialization, these terms are synonymous. In many ways, they are right, for it is inanimate energy in one form or another which lights our factories, generates the steam, melts the metals and turns the wheels of industry, thereby multiplying our own puny efforts many times over.

Energy, through science and engineering, is also coming to our aid in other ways. Applied through the medium of electronics and electrochemistry, it is also helping—perhaps more than anything else—to revolutionize the way in which our industrial fabric and trade are being organized.

Small wonder that the related questions of availability and cost, in so far as they apply to our various types of fuel and power, continue to attract the attention of consumers everywhere.

Wide Ramifications

A ready supply of energy has many ramifications. It is essential to the primary processing of our resources. It is a sizeable item of expenditure in most other types of manufacturing. Fuel looms large as an item of cost in transportation. Stores, schools, hospitals and home-owners also spend a goodly proportion of their income on gasoline, fuel oil and electricity.

In Canada, we are told, roughly one dollar out of every ten, helps to pay for the production, transportation and distribution of energy.

Here in British Columbia, where our per capita usage of fuel and power is appreciably above the North American average, one dollar in every eight may go towards the purchase of energy in one form or another.

This is the present position, but what of the longer-term trend?

Most regional economies as they develop, devote less of their income to the purchase of food, forest products, metals and other consumer and industrial materials. Their fuel and power requirements, on the other hand, have tended to increase.

Energy Usage

Energy being needed at all stages of production from agriculture, forestry and mining, through manufacturing, trade and commerce, has accounted for a larger proportion of their materials stream. Indeed, it is frequently reported that energy usage has and will continue to move upward more or less in line with, or sometimes ahead of, each region's total output of goods and services.

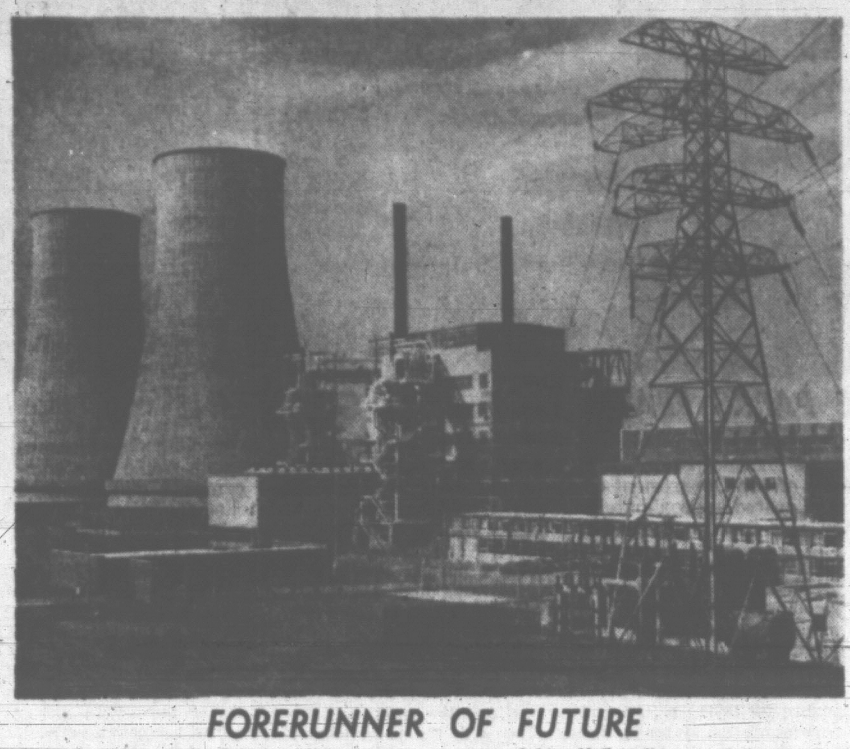
We in British Columbia may well take pride in the rapid economic growth of our province. Post-war, our output has about doubled in real terms. So, interestingly enough, have our provincial requirements for energy. Put another way, total production from all types of activity in B.C. has been growing at a long-term average rate of about 6 per cent per annum.

Meanwhile, our needs for fuel and power have also been mounting at around 6 per cent compounded. Were these trends to continue (and I have every reason to think they will), British Columbia's total demanded for energy will double between now and 1970, and re-double by 1980 or thereabouts.

Where, you might well ask, is all this energy to come from? Are our water power resources adequate to look after our needs for another two or three decades? Also as the emphasis shifts towards the more expendable types of fuel, like oil and natural gas, are we not likely to encounter shortages in this direction as well?

As British Columbians already import over half of all the energy they consume, these worries cannot be dismissed as purely academic. Technology is on our side. Yet, with mankind continuing to devise new and more varied means for putting energy to work, we will do well to keep conservation and the manner in which our resources are put to work under constant review.

Various estimates have been made as to British Columbia's ultimate hydro-electric potential. The figure given at the B.C. Natural Resources Conference last year was approximately 30,000,000 horsepower. As only about 3,000,000 horsepower of this much larger total has been harnessed, we still have a considerable reserve left for future development.



FORERUNNER OF FUTURE

This is Calder Hall, Britain's first atomic power station. With such a wealth of water power as B.C. boasts such instalations will be unnecessary in B.C. for many years to come. Calder Hall is first atom plant in the world to service a national grid with large quantities of power.—(British Information Service photo)

Alternative Sources

Electricity, of course, is the most desirable form of energy. This explains why our need for power is growing much more rapidly than that of all of the fuels. Demand since 1945 has been doubling every six or seven years. Yet even at this rate, we have enough water power to look after our new power needs for another quarter-century.

Alternative sources of electricity are also available. Conventional steam plants and the newer gas turbine installations will play a supplementary role. Natural gas and residual oil used in these stations will help to improve the economics of many of our existing hydro plants.

Electricity produced by way of nuclear fission may also become an effective substitute for water power at times or in circumstances where the latter's development appears to be inadvisable.

Already several thermal plants are under construction in B.C. Nuclear power stations may also be expected to put in their appearance in the late 1960s or early 1970s. Both can be used in conjunction with hydraulic energy. They can more conveniently be shut down and hence effect a saving of fuel during our periods of greatest run-off.

Alternatively, by pumping water back to higher levels during the night time, or, seasonally during periods of slack demand, we may also be able to improve the terms and conditions under which electricity is made available to industries and other consumers in B.C.

Limited Reserves

Compared with water power and the newer nuclear sources of energy our oil and gas reserves are limited. The day may, therefore, come when priorities will have to be established as to their use. Supply and demand and, through them, price are perhaps the best mechanisms with which to determine whether certain applications should be curtailed and others favored in this regard. A persistent rising in costs will be a warning signal. So far, however, there is little indication that we in B.C. will encounter this condition for several decades to come.

The ultimate liquid fuel potential of the various sedimentary horizons and basins which exist in Western Canada is many times the amounts which have been proven to date. Costs of exploration and development are also continuing to lag behind the upward trend in prices generally. Transportation charges, due to improved means of transmission, are actually falling.

Solids on Way Out

We, therefore, have little reason to expect that consumers in our part of the world will encounter serious shortages of these more expendable types of fuel during the present century.

Fifty years ago, solids like coal and fuelwood were our principal sources of energy. Twenty-four years ago, however, oil was moving rapidly to the fore and water power was already being used extensively by some of our resource industries. Now, natural gas and the natural gas liquids have been added to the list. Soon nuclear energy will put in its appearance, either as a source of heat or power, or both. Hydrogen fusion is a possibility for the longer-term future.

Obviously, our freedom of choice is increasing. Also, as new and more efficient means of utilizing energy are introduced, there is less danger of mankind ever running out of energy in the absolute sense. As long as the scientists and engineers continue to provide us with more knowledge about the nature of matter, improved operating techniques and more efficient plant and equipment, costs and prices will be held down. After all, their performance in this connection is perhaps the most reliable test of whether we are running out of energy or not.

This brings me to my last point, that of the importance of technology and, behind technology, of education. In order continually to expand and improve the flow of energy available to our provincial economy, we will need more men with scientific training and experience. In order to keep track of and promote the workings of our fuel and power industries, we will need more men with a knowledge of the latest accounting, purchasing and marketing techniques.

A. E. GRAUER

Grauer Highlights . . .

Energy and industry considered almost synonymous.

★ ★ ★

Fuel big item of cost in many aspects of life.

★ ★ ★

Use of energy to increase with regional advances.

★ ★ ★

Output of fuel keeps pace with other services.

★ ★ ★

Technology will help augument dwindling power sources.

★ ★ ★

Considerable reserve of water-power still available.

★ ★ ★

Supplementary role for conventional power plants.

★ ★ ★

Priorities may be needed for gas, oil reserves.

★ ★ ★

Improved transmission cutting transportation cost.

★ ★ ★

No serious shortage of energy in next hundred years.

★ ★ ★

Hydrogen fusion considered long-term future possibility.

Management's task will also become more complicated. The plants in which we will be working and the need which we will be called upon to serve will, like the production and distribution of energy, become even more highly organized and complex.

This being the outlook, the challenge to our educational institutions is great. Those who are devoting much of their time to the improvement of our schools, universities and other institutions of learning, therefore, deserve our fullest support.

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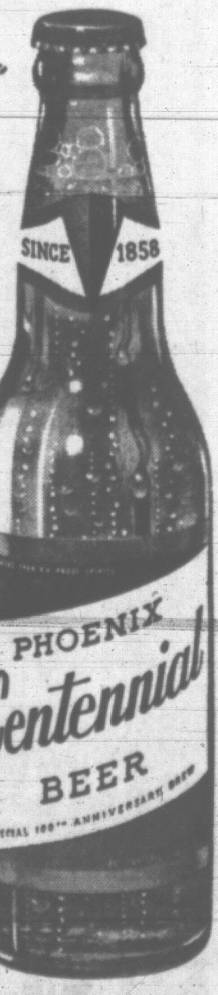

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The K Boot Shop first opened for business over 25 years ago in the premises formerly occupied by the celebrated Brown Jug Saloon, corner of Fort and Government Streets.

This was the third retail outlet of a chain of British Boot Shops founded by Mr. Alex Forbes, formerly of Banffshire, Scotland, who established stores in Calgary, Edmonton, Vancouver and Victoria.

Still active in supervision, Mr. Forbes imports men's and boys' shoes to his own specifications from many English and Canadian houses . . . some as well known as K, Lotus, Manfield and Hartt, all featuring medium and high-grade footwear to sell between ten and twenty-five dollars.

The exclusive agency for K shoes has been held since 1919. These shoes derive their name from the first letter of the town (Kendal, Westmorland) where they have been made for over 100 years by generations of skilled craftsmen.

Another famous shoe in stock is the Lotus "Veldtschoen," the only waterproof shoe made entirely of leather with two full uppers and two full soles in antiqued grain finish. A neater "city Veldtschoen" in a smooth cherrywood aniline is also available in the same waterproof construction.

Mr. Jack Bailey, the present manager, arrived from England in 1950 after a lifetime of experience in the shoe trade, both as factory representative and as owner of his own store in England. He and his capable assistant Mr. Ed Allison are well equipped to help those of you with special problems in fitting shoes.

The K Boot Shop has been proud to present fine British shoes to the people of Victoria. Not the least ingredient to a modest success story has been our many steadfast customers. The K Boot Shop joins with them in the Centennial celebrations of British Columbia and assures them of its continued aim—the satisfaction of selling shoes, well fitted, at keen prices.

K BOOT SHOP 916 Douglas St.

—Just North of Woodward's

ALL CONTINENT TO PLAY IN B.C.

By HON. EARLE C. WESTWOOD
B.C. Minister of Recreation and Conservation

Eighty-five years ago, an intrepid character of fiction travelled around the world in 80 days.

As you read these words today, artificial satellites produced by Man's scientific ingenuity are circumnavigating the globe in something like 114 minutes.

Before this amazing Twentieth Century is very much older, we are told we may reasonably expect that Man himself will be travelling around the world and on to the moon in approximately 10 hours.

Such is the rate of scientific discovery that it would tax the imagination of another Jules Verne to predict how fast and how far Man will be travelling in another 100 years.

One thing is safe to assume, and that is the fact that the future development of these and other as yet undiscovered modes of travel, will affect to a large extent the future development of recreation.

Our senior citizens can remember a time in the not-too-distant past when recreation centred in the home and ranged within the short radius of the village green, the city park, the nearby river or lake, and, only very occasionally, after a great deal of preparation and anticipation, ventured as far away as several hundred miles to the seashore.

Today, on this continent at least, a journey of several hundred miles, purely for recreation, is commonplace. We travel that distance on a whim and a weekend. When annual holidays of two and three weeks roll around, we think nothing of journeying thousands of miles to visit friends, to see new sights, to shop, or simply, to find the change that is as good as a rest.

New Transportation Widens Horizon

Automobiles, buses, fast trains, fast ships and airliners, replacing the horse-drawn carriage, the early steam engine and the sailing ship, have extended the boundaries of the average holiday traveller from the perimeter of his residential community to the limits of his continent.

Within the next 50 years, rocket power and nuclear power will, in all likelihood, be transporting the ordinary tourist-family to the ends of the earth, and, perhaps, before another 100 years has elapsed, the vacationer will be sightseeing in space as casually as, today, he would visit a neighboring city.

These remarkable changes are being brought about by the combined influence of two predominant trends: the increase in Man's mobility and the increase in his leisure time.

Scientific progress in the field of production and its application to the process we call "automation" are decreasing man's working hours at the same time as advances in transportation are extending the range of his leisure-time activities.

It is an exceedingly complex situation in which many factors have to be considered before one can make a reasonable guess as to its outcome, and, even then, it is unfortunately still possible that the delicate balance of probabilities could be utterly destroyed by a cataclysmic nuclear war.

But, assuming that sanity will prevail, what are some of the factors apart from increased leisure and high-speed travel which can be expected to influence the recreational pattern of the future and, therefore, the place of British Columbia in that pattern?

For one thing, there is the world's mounting population.

If medical science is to continue lengthening life-expectancy, and, if new power sources and chemical discoveries are to solve the problem of feeding the world's millions of new inhabitants each year, it stands to reason that recreational areas will soon be at a premium.

I foresee an important role for British Columbia, with its vast regions of mountain wilderness, in the provision of recreational areas which, if inaccessible now, will be made accessible by tomorrow's methods of transportation.

Conservation Vital

For this reason, I believe we cannot forget for a moment the vital necessity of far-sighted conservation of our natural wonderland and its wildlife.

Another factor affecting the future is the preference of the individual in forms of recreation, and, tied in with this, is the anticipated progress of our society in educating its growing masses.

As I see it, the people of our world are a very mixed assortment. Differences in natural aptitude, in environment, in advantage and opportunity, have made great differences in the degree of civilization which various peoples of the world have attained. Our strange world-family includes African natives, nomadic desert tribes and simple peasants, as well as the educated, the sophisticated and the enlightened.

Because of this, the long view requires a broad outlook.

A hundred years from today, in the countries which are in the vanguard of development, it is possible that the family car will have become a rocket-powered, robot-driven aircraft capable of taking them anywhere on earth that they may choose to go, while the less-advanced peoples will be dependent upon mass-transportation to high-organized recreational centres, where facilities will be geared to their intermediate stage of development.

Same Fun, More of It

Forms of recreation will, therefore, be not so much changed as augmented by new forms born of the atomic age and rocket science.

The present forms of recreation, participant-sports, the refreshing change and exciting challenge of the outdoors, the education of travel to strange places, the lure of natural and man-made wonders, all these will continue to appeal because, I believe, they are expressions of human nature, itself not likely to change very much in the next 100 or 1,000 years.

British Columbia, abundantly endowed with the conditions that satisfy these recreational demands, is certain to grow in importance as a recreational area as long as the generations which succeed us are wise in the conservation of our priceless resources and conscientious in putting them to the best possible use.

If they are—and here we must acknowledge our responsibility for laying a firm and true foundation by far-sighted present action—if they are, then British Columbia in 2058 may well be one of the world's great holiday-lands, its forests a green refuge from the metallic cities of tomorrow, its rivers and lakes a tranquilizing retreat from the highways and skyways of commerce, its stately mountain-heights and alpine plateaux a popular sports and resorts area high above the roar and bustle of space-age industry.

I foresee for British Columbia a gradual and purposeful development of its recreational facilities and its visitor-industry to the point where, in importance and monetary value, they will become a division of our provincial economy, second only to the manufacturing based on our great forest and mineral resources.

I visualize the vast, rugged, wilderness areas of our province and of the Yukon Territory, climate-controlled by scientific means, as the natural setting for immense recreational parks. Here, our residents of the province and visitors from all over the world in their millions, will be able to renew in all seasons that contact with nature which will remain a perpetual hunger in earth-born human beings no matter how far they roam in space.

I can see the beautiful fjords of our Pacific shoreline and our hundreds of coastal islands providing a chain of marine resorts from the 49th Parallel to Alaska, with unending streams of pleasure-bound patrons dropping from the sky in giant helicopter transports.

Fantastic? Visionary?

I can only suggest to my readers that they look back to the recorded history of life in 1858, the year of the founding of our Mainland Colony of British Columbia, to the days of the sailing ship, the stern-wheeler, the pony express, the candle and the kerosene lamp. Consider the progress our civilization has made in the past century, and imagine, if you can, how far our present, phenomenal rate of progress will have taken us in another 100 years.

It is a thrilling prospect to contemplate.

And it is a thrilling experience to realize, too, as I believe we must all do in this year of Centennial Celebration, that British Columbia, with its advantageous position in the esteem as well as the geography of the world, with the tremendous potential of its people and its resources, is destined to take its place in the vanguard of future development, industrially, sociologically and recreationally.

MARINE PARKS FEATURE OF B.C.'s COASTLINE

The Victoria yacht Dulwen, owned by Owen Fowler, at Sidney Spit, first of the new marine parks being developed by the parks branch of the Department of Recreation and Conservation. Located approximately two miles due east of Sidney, this first marine park will have six mooring buoys to accommodate pleasure craft. Shore facilities will include a picnic area complete with tables, a six-unit campsite and standard parks pattern garbage and toilet facilities. Marine parks will be opened all along B.C.'s coastline.

HON. E. C. WESTWOOD

Fun in 2,058

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★ ★ ★
Marine resorts from U.S. border to Alaska
★ ★ ★
Visitors to drop from giant helicopters
★ ★ ★
Less work hours, more holidays
★ ★ ★
Forms of recreation not much changed
★ ★ ★
Climate control in wilderness areas
★ ★ ★
B.C. a huge holiday ground

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Wages May Be Tripled by 2058 To Meet New Standard of Living

By W. M. BLACK
President
B.C. Federation of Labor

To commemorate a century of progress in this great province of British Columbia, I have been asked to be visionary and to portray the next hundred years and labor's role. This could tax the most vivid imagination.

But a knowledge of past history and an appreciation that there is nothing static in the universe—the world in which we live is evolutionary in character—should act as a guide. And when one views the progress not only of the last century but of the lifetime of my generation, it shouldn't be too big a drain on one's imagination to be hypothetical about the future.

At least we shall have this assurance—we shall not be here to discover whether or not we were correct.

Tribute must be paid to our predecessors in the Labor movement for the great contribution which they made to the development of this Province. We must never be unmindful of the terrific struggles which they waged in their efforts to create a better standard of living and greater social justice for the common people of B.C. This was in the era when Unionism was unacceptable, when there were no laws to ensure the right of free collective bargaining, and when what they fought for was considered revolutionary.

ONE EARTH-MOVING MACHINE TODAY CAN DO A THOUSAND TIMES THE WORK LOAD OF A MAN EQUIPPED WITH A SHOVEL

Changes Accepted

The social changes which they tried to achieve are now "proper." Today they are a reality. There is no social law on the statute books of British Columbia for which Labor cannot claim some credit. And the greatest changes were made when Labor held the balance of power in our Legislature.

Today we talk about the 30-hour week and people shudder. But people shuddered when they talked about the 40-hour week at a time when the working week was 54 hours. The 30-hour week will be a reality long before B.C. celebrates its Bicentenary.

Perhaps the greatest contributing factor to human welfare has been the broad education of the masses of our people.

Minds Adjusting

Fifty years ago imaginary powers would not permit us to visualize radio or TV. The very idea of pictures coming through the air was foreign to us. Once airplanes were unthinkable, but today Sputniks and satellites are becoming quite commonplace. Who knows, we may be able to reach the moon much sooner than anticipated!

Living in this scientific, evolutionary, technologieal world, Labor, consciously or unconsciously, is re-tooling. It is re-aligning its thinking to meet rapidly changing conditions.

The whole character of our mode of living is changing and operation of our working force will change still more. The world in which we live is shrinking. Our population is growing. Our scientific know-how is increasing. The workers of the future won't be just hewers of wood and drawers of water.

The trade unionism of the future will not be a tolerated, but an accepted institution within the orbit of society. Of necessity, the Labor movement will change with the times. It will employ highly skilled staffs — economists, engineers, educators. It will become a full partner in planning.

The trend will be towards greater social thinking. For just as surely as we emerged from savagery to barbarism, to feudalism, to capitalism a hundred years from now we shall have moved into the social state where a planned economy will be the order of the day.

There will be terrific increases in our population, but there will be a greater increase in our gross national product. Production will increase at a greater rate than our population because of the increase in mechanization and automation.

Unskilled jobs will disappear and the trend will be greater social production with a highly skilled work force. With this scientific development, the very character of the work force will change, demanding a higher degree of knowledge and skills to operate the expensive equipment which will be used. When one appreciates that one earth-moving machine can do a thousand times the work load of a man equipped with a shovel, it is not too difficult to imagine future developments in the field of automation.

Time, Motion Study

Though there will be a greater development of secondary industries to take care of the insatiable desire of our people for an improved standard of living, this will be offset by the development of great, efficient centres for the distribution and sale of goods. Bigger super markets. Better methods of processing the marketing. A hundred years from now the corner grocery will be extinct and competition as we know it today will be non-existent.

Unions, in meeting this challenge with their highly skilled staffs, will be working in conjunction with other social forces. Time and motion studies and those subjects allied to it, will be undertaken to improve the way of life.

Extended Schooling

To meet the requirements of the new scientific era, to develop the required knowledge which will be necessary because of the intricate abilities required in the technological age, the school life will be lengthened to the age of approximately 25. The working span of a man's life will be about 25 years.

The task in the future, as it is in our presently changing society to a lesser degree, will be to spread the work load equitably over all our people, drastically reducing the hours of work. Life expectancy will be increased due to the efforts of medical science. There will be less illness. The population will be educated to utilize the benefits of automation and science and to cultivate and make use of leisure time.

The trend in education, which is the subject of so much controversy at the moment, will not be solely to the sciences. Equal stress will have to be placed on the humanities of life, the art of living. This will pose a great challenge to the leaders of our educational system. The problem of the humanities, leisure living, the cultural developments shall be just as great if not greater than, the scientific achievements. Greater recreational and cultural facilities will be developed to meet these changes.

Challenge to Youth

The youth of today and the youth of tomorrow, if given the opportunities, will arise to the task and resolve the problems in the same fashion as past generations rose to the problems of their era. Just as the offspring of the hungry 30s rose to the task of manning the production machine and the mechanisms of war. As we have met the challenges of the past, we shall meet the challenges of the future.

W. M. BLACK

The very character of our cities, our architecture, will change. There will be no unplanned communities. Modes of transportation will change. We will move into the era of the monorail, the helicopter and space travel. Due to the rapid growth of population and, with the limits to our urban areas, cities will go skywards and will become communal. The apartment dweller will be the citizen of the future.

A hundred years from now our very mode of government will have completely charged as the operation of our society will be totally different. And the government will be social in character, truly representative of the people. The method of operation will be different and the creation and the application of laws will be peculiar to the times. The tendency towards a social existence which is now shown, will be much greater in the future, with a tremendous expansion of the welfare state.

In this the unions will play a major role, in continuing to protect and look after the welfare of the working men and women. If a man's working span of life is to be 25 years, and, if life expectancy continues to increase, with man living longer and working less, a tremendous adjustment in social security laws will take place to provide adequately for early, long and fruitful retirement.

In those years, as we move into a millenium, wage structures and standards of living will totally change. Any relationship between the salaries and wages of today with those of 100 years from now will be a mere coincidence.

Wages Will Soar

The terrific increase in national productivity, increased life expectancy, shorter working hours, greater leisure time, higher standards of living, more goods to buy—all this means that what may be considered an average salary at the present time, 100 years from now will either be doubled or tripled to maintain the future level of living.

This is all going to pose a challenge to the Labor movement. But I feel that we have the adaptability to meet changing times, to meet the onslaught of science, to educate and to negotiate the changes which will be required for the society of the future.

All this hypothetical reasoning on my part pre-supposes man's ability to cope with science and to cope with the law of change. It is based on a belief in man's ability to live in a contracting world, to live with his neighbor and to find a solution to the international problems. In my humble opinion, total war would mean the annihilation of our presently constituted society and the human race would have gone for naught.

We no longer live in a world of isolationism and we cannot, like the little Dutch boy, stick our fingers into the holes in the dykes to hold back the sea. We cannot stop evolution. We cannot stop science. We must learn to control them.

Labor now is conscious of these things. Labor statesmen of today are ever striving to meet the challenge of science and of automation and are attempting to utilize these for the benefit of mankind as a whole.

The society of the future, the world of tomorrow, will be a greater place and a better place, a more human place, for all.

Test for Mankind

Living in a world where "nothing is, everything is becoming" should test our mettle. There are still new frontiers to be opened. True, they are different frontiers from those of the wilderness or the early pioneering of British Columbia.

But, this has been the dream and the vision of men down through the ages in the Labor movement. It was their inspiration and their drive. To them I pay tribute as today we stand on the threshold of the new era.

The Labor movement of today and of the days to come will arise to this challenge of the future. It will help to create and to build this world of tomorrow. It will be a full partner in this exciting venture.

Labor Leader Expects...

Trade unionism will not be a tolerated but an accepted institution in society.

★ ★ ★

Planned economy will be the order of the day.

★ ★ ★

Unskilled jobs will disappear . . . future working force highly skilled.

★ ★ ★

Corner grocer will vanish and competition as we know it today will be non-existant.

★ ★ ★

Go to school until 25, then work for 25 years.

★ ★ ★

Cultural development will be as great as scientific achievements.

★ ★ ★

Social security laws will provide for early, long and fruitful retirement.

★ ★ ★

World to be a better, more human place in which to live.

1893 PLIMLEY'S 1958
65th ANNIVERSARY

Pictured above is the building occupied by Plimley's in 1905 at the corner of Government and Superior Streets, which is now the Provincial Government carpenter shop. Then, as now, Plimley's dealt exclusively in finer automobiles and, just as they do now, imported the best in British motor cars.

Below is a picture of Plimley's present showrooms and service departments which are considered one of the automobile show places of the Pacific Northwest . . . a reputation resulting from over half a century of service to the motorists of Victoria.

COMMEMORATING B.C. CENTENARY

Sixty-five years ago, the late Thomas Plimley arrived in Victoria from Birmingham, England, and started in business as a bicycle dealer. About the turn of the century, he became the first automobile dealer in the city. Thomas Plimley Limited has enjoyed continued success and steady progress to become the large, modern organization it is today.

Plimley's are proud of the association of the many fine friends and customers who have made the growth and success of the firm possible over the 65 years. They are also proud of the record of 300 years service by their fifty employees —providing the trained and experienced staff necessary to sell and service the automobiles of today.

THE LATE THOMAS PLIMLEY, Founder

HORACE PLIMLEY, President, Son of the Founder

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★ AUSTIN
★ JAGUAR
★ RAMBLER

BASIL PLIMLEY, Managing Director, Grandson of the Founder

R. W. RIDDLE, General Manager

Growing with B.C. Since 1893

THOMAS PLIMLEY LTD.

1010 YATES STREET, VICTORIA, B.C.

TELEPHONE MAY USE MOON, OUTER SPACE

By CYRUS H. McLEAN
President, British Columbia Telephone Company

In the next hundred years there will be vast and exciting changes in the telephone world. Communities all over the globe will be united by large numbers of relatively inexpensive radio circuits which will carry, not only telephone conversations, but huge quantities of information in many forms.

These circuits will carry electrically such things as television pictures, photographs, graphs, maps, sounds, printed pages and teletype messages. They will feed information into computers and other machines. They will control the operations of machinery at distant places and will record at central points the flow of gas and oil through long distance pipelines.

Messages Broken Up, Bits Fed Back

The information will probably be broken up electronically into infinitesimal portions known as "bits," and the electronic apparatus will "sample" the bits with incredible speed, placing on the circuit only enough of the "bits" required of each message to make the information intelligible. By thus omitting many of the bits, room is left on the circuit for more messages. The bits of the various messages would be intermingled so that many messages would travel at the same time without confusion and with very efficient use of the circuits.

Closed circuit television will be widely used. People telephoning will be able to see the people to whom they are talking, provided the latter wish to be seen. Friends will be able to visit each other by television.

THE FUTURE SECRETARY for the busy executive will be unable to answer or to resign. It will instead be a telephonic instrument like that pictured above capable of answering a ring and taking a message if the caller wishes.

CYRUS H. McLEAN

Microphones and loudspeakers will provide lifelike two-way transmission of speech and other sounds.

Business men will be able to stay home and transact their business by television and other communication aids such as teletype, facsimile reproduction, and so forth. Business conferences will be easily held by using audio-video techniques through telephone circuits.

Men could control unattended factories from many miles away. There will be much less need for business travelling then than there is now. We may be able to save the time now spent in travelling to and from work.

Electronic Memory

People will be able to "dial" the numbers of telephones all over the world. But they won't really dial as dials will be obsolete because they are too slow for the electronic switching machines which are to take the place of the electro-mechanical equipment which now handles telephone calls in automatic telephone exchanges. The electronic machines, which will be built on the same principles as a computer, with an electronic memory, and will consist of such things as gas tubes and transistors, will operate at speeds thousands of times greater than with the dial system. The dials will probably be replaced with push buttons. Models of the electronic exchange, with no moving parts, have already been made, and a North American community is supposed to have such a system within the next several years.

Is the Dick Tracy wrist-watch type of telephone possible? Yes, it probably is. A very small wrist receiver has already been used experimentally and work is being done on a miniature transmitter. We might find that the wrist wouldn't be the best place to carry a telephone. A man might keep it in his pocket.

Telephones in Cars

Party-line telephones will be done away with and homes will have numerous telephones, perhaps with a switching device so members of the household can talk to each other from various rooms. Already the telephone people are planning for the answering of doors by telephone.

Mobile telephone service will be greatly expanded. The telephone will be standard equipment in cars and might be used by traffic control officers to give directions to drivers.

There is a strong possibility that a hundred years from now telephone numbers will have no letters or names in front of them as these reduce the quality of possible number combinations. The telephone industry is now experimenting to see how well people can remember seven figures as compared with a name and five figures.

In making bold predictions about the use of radio circuits I am depending on scientists to achieve some vital scientific breakthroughs because if they don't my dreams will not come true. We don't know yet how to get enough radio frequencies to do all the things I have been promising so freely, but I have great faith in the ability of man to make the necessary discoveries. We must find a way to utilize the extremely high frequencies.

It has been suggested that telephone circuits between communities may consist of extremely high frequency waves travelling in copper pipes known as wave guides. Thousands of conversations and many television programs could go through such a pipe at one time.

Another suggestion is that the long distance circuits will consist of the extremely high frequencies travelling between pylons fairly closely spaced across the countryside.

I am looking confidently for great things to come from what is known as "tropospheric scatter" or "forward scatter." It is a radio transmission technique which calls for powerful waves to be launched at an upward angle from very large antennas, so that the waves are projected a long distance forward and upward. Enough of the "fall out" of these waves will drop down to be picked up by huge antennas spread out for the purpose.

This method is now being used between Florida and Cuba, for instance, a distance of over 200 miles, at frequencies previously thought to be good only for short line-of-sight distances. It has been used in the far north on defense projects and in other parts of the world.

Bounce Off Moon

It is not at all unlikely that outer space will play a big part in future telephone plans. Perhaps television cameras will stare at the earth from other planets or from platforms in space. Perhaps there will be radio relay points in outer space to give good radio coverage of the world. Television and other signals may be bounced off the moon.

Telephone people are busy experimenting with new types of telephone instruments. They are turning out models and getting the public to try them out. The picture-phone, which enables you to see the other party, has been successfully tried out but isn't yet ready for the market.

A telephone has been devised for placing in a desk drawer. There is another that will consist mainly of a small microphone and a small loudspeaker on the desk, with a handset available in a drawer for use if required. There is also a telephone with the dial on the handset instead of the base.

Already in use in B.C. is a telephone with a small microphone in the base and a small handset on the desk, so that the user may sit back in his chair and without using the handset merely talk in the direction of the telephone and hear the voice of the other party emerge from the loudspeaker.

A device we have on test in B.C. is what is known as the Dialaphone. When you wish to telephone someone you frequently call you merely turn a knob until the name on a tape in the machine comes to the right point. Then you press a lever and the Dialaphone automatically dials the number. This will have wide application in customer distance dialing when it may be necessary to dial as many as 13 characters or numbers.

Growth Costs Money

One of the important things to remember about the striving of telephone people to produce new methods and devices is that they have all the time in mind the achieving of economies. The nature of the telephone business is such that as it grows in size the cost per telephone tends to rise. The industry is constantly trying to offset this by economies in order to keep telephone rates down. It is only because of the industry's successes in developing cheaper ways of doing things that it has been possible to hold the rates down to where they are.

Break-Throughs

There has never been a time when telephone research was as far ranging as it is today, and recent years have been marked by a succession of scientific break-throughs great significance. The transistor, now often used in place of vacuum tubes, and a battery which generates power when exposed to sunlight are two products of modern telephone research.

Telephonically we are living in most interesting and exciting times, and the future of British Columbia is bright with the promise of many new and useful things in the telephone field.

Am I being too uninhibited in my dreaming about the telephone future? I don't think so, and anyway I won't be around for you to point an accusing finger if my prophecies prove bad ones.

The 'Phone Forecasts . . .

Business men may stay home and transact their business by TV.

★ ★ ★

Business conferences will be held by using audio-video techniques.

★ ★ ★

Men could control unattended factories miles away.

★ ★ ★

Less time spent in business travelling; save time going to work.

★ ★ ★

People will get telephone numbers all over the world by themselves.

★ ★ ★

Dialing will be out-of-date, too slow.

★ ★ ★

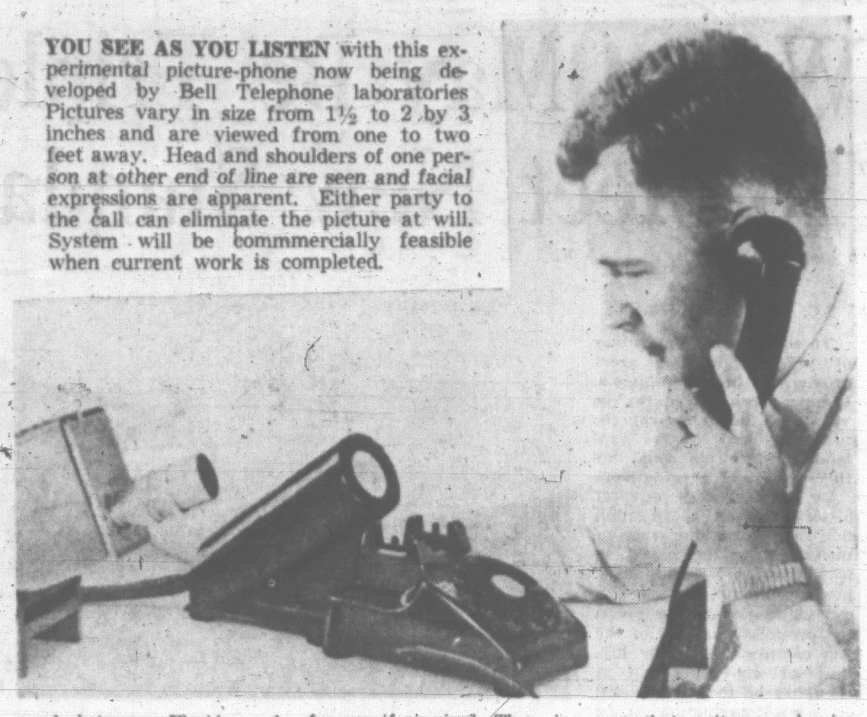
Wrist telephone receiver is possible.

★ ★ ★

No more party telephones; home will have numerous phones.

★ ★ ★

Answer doors by telephone.



YOU SEE AS YOU LISTEN with this experimental picture-phone now being developed by Bell Telephone laboratories Pictures vary in size from 1½ to 2 by 3 inches and are viewed from one to two feet away. Head and shoulders of one person at other end of line are seen and facial expressions are apparent. Either party to the call can eliminate the picture at will. System will be commmercially feasible when current work is completed.

1858 – 1958

BRITISH COLUMBIA

CENTENNIAL

Marking 100 Years of Dynamic Progress for Our Great Province

★

United Engineering Works Ltd.

Joins in Celebrating the 100th Anniversary of the Province!

Established in 1920, its founder, J. D. Watson, and son, R. D. Watson, were the only two employees of United Engineering Works at the outset, when it operated as a machine shop only. Now managed by R. D. Watson, the shop has grown and expanded into a major operation with as high as 32 employees and added services to keep pace with engineering developments.

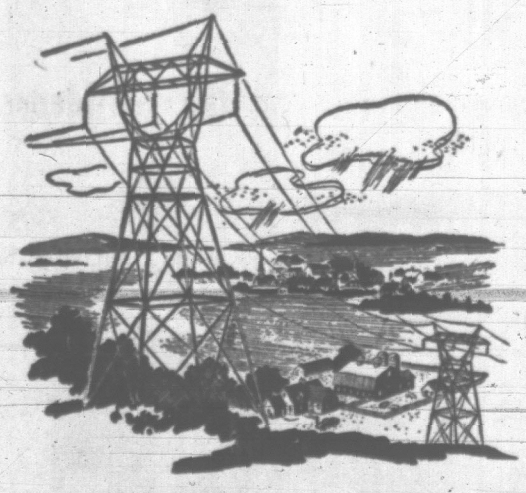


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Photo below illustrates our luxurious balcony department, featuring exclusive bridal and formal fashions . . . just one small section of Gibson's OUTSTANDING FASHION CENTRE, now completely re-designed for your shopping convenience and selection.

We take great pride in our service and selection in the following departments:

SEE OUR FASHION ARCADE WINDOW DISPLAYS

COATS and SUITS • DRESSES • SPORTSWEAR • COMPLETE SELECTION OF ACCESSORIES • BRIDAL SHOP •

At Gibson's you are sure to find your size because of a large selection in petite as well as regular and half sizes.

GIBSON'S LADIES' WEAR

708 VIEW STREET, at Douglas "Where Your Fashion Dollar Brings Greater Satisfaction"

30,000 Students to Seek Education At UBC by 1978

By DR. N. A. M. MACKENZIE
President, University of British Columbia

To predict the future is difficult, and to predict the future development of an institution of higher education, like the University of British Columbia, particularly so. In fact, what I am trying to do here might be likened to the task of predicting the adult career and personality of a child who has not yet started school, for one must remember that as universities go, the University of British Columbia is a mere infant.

The universities of Oxford and Cambridge were flourishing in the 15th century, and Paris and Bologna are older yet, while the act establishing the University of British Columbia was passed by the Legislature a mere 50 years ago, in 1908.

Nevertheless, from the pattern set in our first 50 years, we may draw some conclusions about the not too distant future, and, while it might be rash to guess at our situation one hundred years from now, we can estimate with reasonable accuracy what will happen when British Columbia is 20 years into its second century.

The staggering growth of the province of British Columbia in its first 100 years is paralleled by a corresponding development in the University of British Columbia during its first 50 years. We have grown from an institution with about 400 students, housed in wooden buildings in Fairview, near the Vancouver General Hospital, to the second largest university in Canada in terms of numbers of students, exceeded only by the University of Toronto which, it must be remembered, is not a single institution but a federation of several independent universities and colleges.

During the session 1958-59, we expect to have more than 10,000 students, graduate and undergraduate, on the Point Grey campus. About 85% of these students come from British Columbia, but as our university grows in academic stature and reputation, the numbers from other parts of Canada, from the United States, and from overseas, will increase.

'College Age Group' Bigger in B.C.

What will happen to enrolment during the next 20 years? By 1965, we expect at least 15,000 students on the Point Grey campus, and by 1978, when the University is "seventy years young," we anticipate that well over 30,000 young British Columbians will be seeking higher education. Victoria College similarly will have to meet the ever increasing pressure of enrolment.

Why this increase?

In part, of course, the explanation lies in the expanding birthrate in this province. The evidence is already before us and we can see the first effects of this now and "guess at" the numbers we can expect in future years.

But there are two other factors which will play an increasingly important role in determining the numbers seeking higher education. The first is due to the substantial immigration to British Columbia. The second can be explained in the following manner. The age group from 18 to 21 years is usually thought of as the "college age group." In British Columbia during 1955-56 about 8.9% of this age group attended the University, as compared to about 7.2% for Canada as a whole, so that a substantially greater percentage of young British Columbians are attending University as compared to other provinces, a fact of which we may well be proud.

However, when we compare British Columbia's 8.9% of this "18 to 21" age group attending U.B.C. with the more than 20% of the corresponding age group in some parts of the United States, it seems safe to predict that over the coming 20 years, the proportion of our young people who will seek higher education will substantially increase. This increase in proportion will play an increasingly important part in determining our size in the years ahead.

How will the University of British Columbia change in the next 20 years, apart from the sheer increase in number of students and the corresponding necessary increase in staff?

Certainly, the physical appearance of the campus will alter radically. During the next 10 years, the university will spend at least $30,000,000 to replace temporary buildings and to provide new accommodation for the growing number of students. This will be possible thanks to the generosity of the Provincial Government and of the public who supported so enthusiastically the recent Development Fund campaign.

What of new faculties and schools? At the present time we have established most of the essential faculties and schools that are needed to serve the needs of the province of British Columbia and of Canada, but there are noteworthy gaps still to be filled.

In the coming years we are sure to see a great development in our Faculty of Graduate Studies and in research, for more and more, Canada must look after the "total" education of its sons and daughters.

We will also see, I hope, the establishment on the campus of a teaching hospital and medical centre. These will become the centre of medical research and teaching, both undergraduate and graduate.

Associated with this, as funds become available, will be schools of Physiotherapy, of Rehabilitation and, of course, a Faculty of Dentistry, to help satisfy the needs in this province and in Canada as a whole.

We will greatly strengthen, too, our work in Fine Arts, Drama, and Music. It is safe to predict that before 20 years have passed, capital and operating monies for these schools and faculties will have been established, and they will have become an integral part of our university.

With the addition and strengthening of these remaining fields, the University will become, I am sure, not only the centre of intellectual activity in the province but also the centre of artistic and cultural activity.

Aid for Students

Very soon, I hope, a system of scholarships and bursaries will be established on a nation-wide basis, so that every able young Canadian can look forward to a university education without undue financial hardship to his parents, and without the necessity of having to scrape and save to put himself through the university, often to the detriment of the work he does there.

There seems no reason to doubt that the demand for able young people with university training will need the services of every young man and woman capable of graduating from a university, so much so that strenuous efforts will have to be made to see that none of these young people "drop out" before their potentialities have been fully realized.

I predict that we will see an increasing proportion of young women attending our universary. At the present time the ratio of men to women is about 3 to 1, but 20 years from now the proportions of the two sexes will have become more nearly equal. Certain professions which are now traditionally male, will be enrolling increasingly large numbers of women.

What of the balance between the liberal arts and social sciences, and the natural sciences and engineering? More and more technically trained people will be needed as our province and our country become increasingly industrialized, but the study of man in all his different aspects will retain its fascination and significance, and I suggest that there will be little, if any, decline of interest in the humanities—history, philosophy, literature — and in the social sciences — economics, sociology, psychology and so forth.

The fine arts too will flourish; as we have more leisure, we will, I hope, see a corresponding growth in interest in music, painting, drama and the dance.

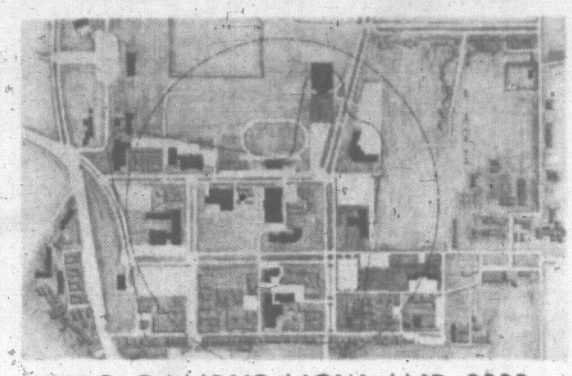
In the "post-sputnik age" which is before us, I am convinced that the study of man and of human values will not decrease in relative importance, in spite of the increasing demand for scientific and technical training.

During the next 20 years a trend toward the decentralization of higher education will develop in this province. Certainly by 1978 Victoria College, which now offers two years of a general program in Arts and Education, will (I confidently predict) have expanded its offerings to a course leading to a B.A. degree, will offer Teacher Training in all its aspects, and some "specialized" courses as well.

It may be that "junior" or small liberal arts colleges in other parts of the province will have been established before the end of our 20 year period. However, as long as the centre of population in the province lies in the lower mainland region, there will be only one "complex" university in British Columbia.

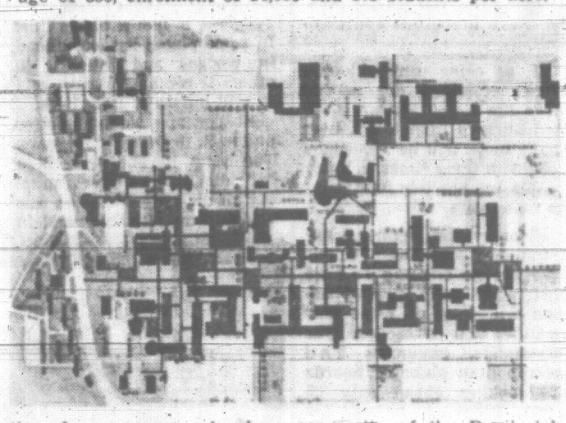
Population shifts may warrant the establishment of another "university centre" elsewhere in the province—but this is unlikely in the near future.

Of the long range future 100 years ahead, we know almost nothing. All one can safely say is that the next 100 years will produce changes as startling and as far reaching as those which have taken place in this province during the past 100 years, and that these changes will affect the University of British Columbia and produce something different and, I hope, better in many aspects from higher education as we know it today.



UBC CAMPUS NOW AND ????

Plan at top shows UBC campus as it is now, covering 300 acres with an enrolment of 8,000 and a density of 100 students to the acre. Below is seen the aim of UBC with acreage of 350; enrolment of 24,000 and 170 students per acre.



THE PLANNERS VIEW THEIR PROJECT

Model of the UBC campus as it will be when present plans are culminated, is inspected by its creators. Left to right are: Dean G. C. Andrews, deputy to the president, UBC; Roy Jessiman, Vancouver, architect; President Mackenzie, and Thomas Hughes, superintendent of buildings for UBC.

UBC Head Predicts . . .

Expanding birthdate gives key to forecast of future.

★ ★ ★

As many women as men to attend UBC in 20 years.

★ ★ ★

Great development in graduate studies and research.

★ ★ ★

Teaching hospital and medical centre big objective.

★ ★ ★

UBC centre of intellectual artistic and cultural activity.

★ ★ ★

No student should 'drop out' for lack of funds.

★ ★ ★

Study of man, human values will not be superceded.

★ ★ ★

Degrees in art from Victoria College by 1978.

BC 1858 1958

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WE'RE PROUD OF OUR ASSOCIATION
SERVING VICTORIANS
CONTINUOUSLY FOR
OVER 96 YEARS

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Kent's are proud of their long years of service and the confidence their firm has won from the community it serves.

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Kent's Limited has been serving Victoria since 1862, and is the only firm of its age in British Columbia still under the same family management.

Established 96 years ago by M. W. Waitt, Lt.-Col. Aubrey Kent's maternal grandfather, the firm was known as M. W. Waitt & Co. until 1913, when the name was changed to Kent Piano Co. Mr. Herbert Kent and Mr. Waitt's son-in-law formed the firm in 1886 and at that time it carried many commodities such as bicycles and sporting goods as well as pianos and musical instruments.

Each succeeding year was marked with prosperity for Kent's and the store of today, located at 742 Fort Street, offers the widest selection of television, radios, records and record players, ranges, washers, refrigerators and electrical appliances, plus a thoroughly dependable service department.

Lt.-Col. AUBREY KENT
PRESIDENT

HERBERT KENT
SECRETARY

H. S. BARNEY KENT
MANAGER

VICTORIA'S MOST MODERN APPLIANCE STORE

Kent's 742 FORT 3-7104

Two-Deck Highways Envisioned For B.C., Speed Limit 100 M.P.H.

By HON. P. A. GAGLARDI
Minister of Highways

To predict what will happen to British Columbia's highway system in the next 100 years requires the use of both a slide rule and a crystal ball. Certain plans are already on the drawing boards. Others are being considered and still others, just imagined.

In trying to predict the future of transportation in B.C., a whole new century of development, it is difficult to avoid drawing on the past. But such comparison must be used carefully because past progress has been two dimensional. I mean by this, that, as well as having in B.C. a greater mileage of roads than we had 100, 75 or 50 years ago, we have far better roads.

The improvement in quality is probably more noticeable than the increase in mileage.

At the turn of the century, for example, there were many thousands of miles of roads in the province, but almost none were paved. They even followed much the same routes as the present arterial highways, but most were crooked, winding and rough. There are still many miles of roads which are crooked, winding and rough, but in some places we are already designing and building the freeways of the future.

HON. P. A. GAGLARDI

Progress Will Follow Past Pattern

The progress has, therefore, not only been two-dimensional but also uneven, yet thusly according to plan. Improvements have been made where the population was, and where it wanted to go in ever-increasing numbers. Roads that served as arterials for large volumes of traffic have grown straighter, wider and smoother, particularly in the past few years. Roads serving local areas have improved more slowly and to a lesser standard.

I think it is safe to say that the improvement over the next hundred years will continue to follow this same two-dimensional kind of pattern, dependent on the spread of population and the concentration of industrial development.

It is fairly safe to predict, I think, that in 2000 all the 23,000 miles of roads in British Columbia will certainly not be paved, 10-lane, super highways. But all should be paved and yet there will still be winding country roads serving sparsely - populated areas.

There will be secondary local roads serving small towns and villages which will then be completely by-passed by the high-speed arterial highways. These local roads will be better because improved road-building techniques and equipment will allow lower costs.

I believe the biggest advancement will be in the quality of roads and also the type of roads. There will be more of them if new towns grow up around new industry but, I feel, particularly in British Columbia, increased capacity on existing routes will be the answer to increased volumes of traffic.

New Devices to Defeat Topography

More lanes, parallel roads, and possibly even double-decked, elevated highways will have to handle the thousands of more vehicles in B.C., where topography limits the roadbuilder and will also limit the 21st-century road-builder to certain well-defined channels through rock and mountain.

The highways of the future will have some radical changes, I believe. Electronics will be exploited to the full and methods of travel and driving will change entirely on certain straight, well-defined routes.

Some day it will be possible to ride above the surface of the highway without wheels, suspended entirely upon air. This has already been invented.

Then we will be guided electronically and our job will be to set the vehicle in motion and set a dial for certain stops and the car will automatically fulfil these pre-set instructions. This, of course, will only be on well-defined, arterial routes.

The method of steering a vehicle will be with us for many, many years ahead. But some of these futuristic inventions will certainly be incorporated in the highways and vehicles of tomorrow.

We also will have greatly increased speed limits. I envisage the possibility of travelling at 100 miles an hour in the electronically-guided vehicles over safe, straight highways of the future.

I would also expect to see a change in the licensing of drivers. I think special licenses will be issued for the future high - speed, cross - country freeways.

Licensing agencies in North America will, I believe, issue two or even three classes of driver's license, the top category being licensed to drive on the high-speed freeways where a higher standard of vision, physical reactions and driving skill may be then required. This first grade driver will be driving in the company of (or in competition with) only others like him, with a consequent reduction in the number of accidents due to bad judgment or lack of skill.

Other drivers of lesser ability will be confined to secondary roads where conditions are less taxing and speeds lower.

High-Speed Freeways

As now, most of the future freeways will be located within and between the most highly - populated centres. There are villages in B.C. whose population is no greater now, and in some cases is less, than it was 100 years ago. The roads around these communities have been improved to make them suitable for automobiles. But the location, standards of grade and curvature and the mileages are not so different from the days when only occasional stage coaches and mounted riders used them. As long as they are passable and comfortable they are adequate.

In and around Vancouver today we are making definite starts on four-lane freeways designed to carry thousands of cars per hour at high speed in and out of the city.

In the next hundred years all roads will improve, but there will remain this difference in standard based on volume of traffic. If the village country road in a hundred years were the same standard as today's two-lane Trans-Canada Highway, then the main arterial would be an eight-lane, hundred-foot wide highway with few curves and imperceptible grades. But this will depend on the size of population and number of automobiles, because the size and standard of a highway system is determined by the numbers using it.

Today, B.C. has 23,000 miles of road in its registers. They range from two-rut dirt trails carrying 10 cars a week to the new four-lane highways carrying thousands of cars an hour. Covering a larger area than Washington, Oregon and California combined, B.C. has only seven per cent of the population of those states. Yet rapid advancement and growth in the past few years have made highway improvement and expansion in B.C. a necessity. Some $400,000,000 has been spent on those highways in the past half-dozen years and there is a great deal more to be done.

Needs Will Increase

In 1946 there were 148,000 motor vehicles registered in the province. In 1957 there were 490,000. At this rate there will be 800,000 by 1965 and well over a million by 1980. The Gordon Commission predicts that the population of the Greater Vancouver area could reach 1.5 million by 1980. Even with today's half-million people in the Vancouver area, the traffic problems are numerous and difficult.

It, as some contend, additional crossings are needed over the lower Fraser River and Burrard Inlet today, how many more will be needed by 1980 with three times as many people and possibly four times as many cars.

Planners and engineers are thinking about these things now but no one can be sure just what form the expansion will take or what new facilities will be needed. Our economists, engineers and metropolitan planning boards are looking ahead only 25 years. What can be said for developments beyond that must necessarily be partly guesswork.

More Crossings

Will the Fraser Valley look like today's city of Los Angeles, criss-crossed with miles of elevated freeways? Will the Fraser River look like the Hudson River? Will one be able to drive from Vancouver to Vancouver Island by way of a super bridge or tunnel? Will a motor trip from Vancouver to Hope be a non-stop, unencumbered jaunt taking exactly one hour?

All this will depend on development and expansion. If by 2058 there are three million more motor vehicles in British Columbia and seven million more people (as there would be at the present rate of expansion) then these things will almost certainly happen.

If it remains static, then the development in highways will be confined to improvement only of what exists now. Progress is like a battle line. In some places it races ahead in wedges and salients, in others it remains steady, and in still others it falls back.

But perhaps we had better pull back to the next 25 years. The view beyond that is a little dim, but we have a number of definite ideas on the books, drawing tables and in our minds for that foreseeable period.

Consider, the example, the Vancouver area and lower mainland where more than one-third of the province's population is concentrated.

We know that further crossings of the lower Fraser River are essential even now. Before the Deas Island Tunnel is finished we will have begun work on a new crossing above the Patullo Bridge to carry Trans-Canada Highway traffic into the Fraser Valley.

Already begun is our new four-lane divided highway through the Fraser Valley to Chilliwack. After that we will have to consider another Fraser River crossing, probably at Annacis Island. With the present increase in traffic this new crossing may be necessary within 10 years.

Farther up the valley we

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Speed limit of 100 miles an hour on highways.

★ ★ ★

Three classes of licenses may be issued by authorities.

★ ★ ★

At same growth, 800,000 autos in B.C. by 1965; one million in 1980.

★ ★ ★

Fraser River, Burrard Inlet criss-crossed with bridges, tunnels.

★ ★ ★

Super-bridge or tunnel Vancouver Island to Mainland?

★ ★ ★

Vancouver to Hope non-stop jaunt taking one hour.

★ ★ ★

Many new projects planned, countless others dreamed of by engineers.

★ ★ ★

Despite helicopters, highways automobiles here to stay.

★ ★ ★

More East-West links on northern part of Island.

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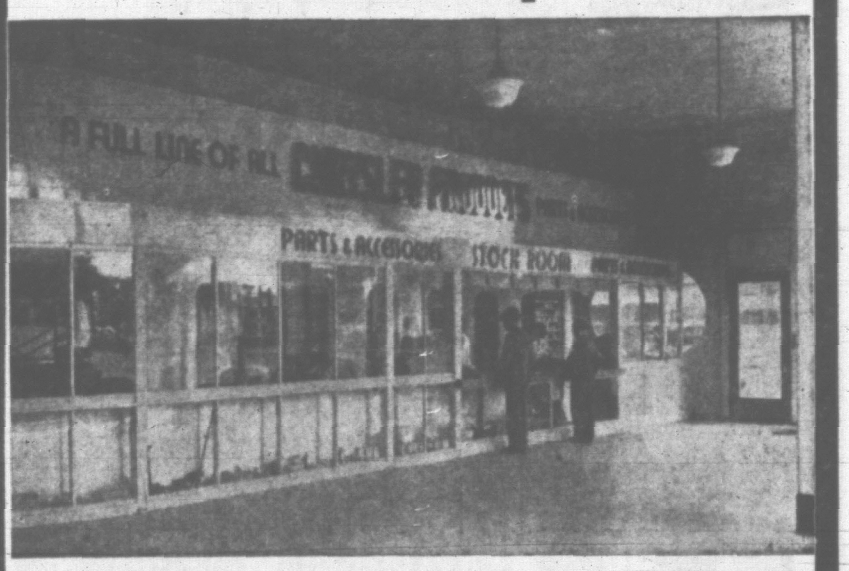

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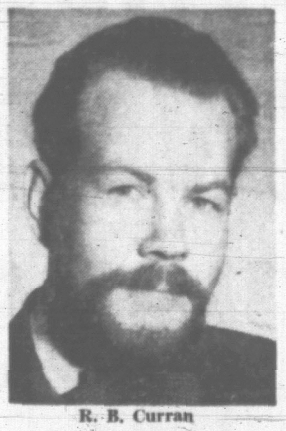

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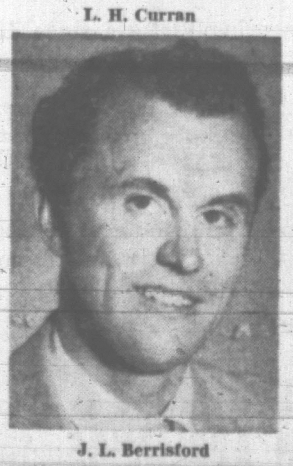

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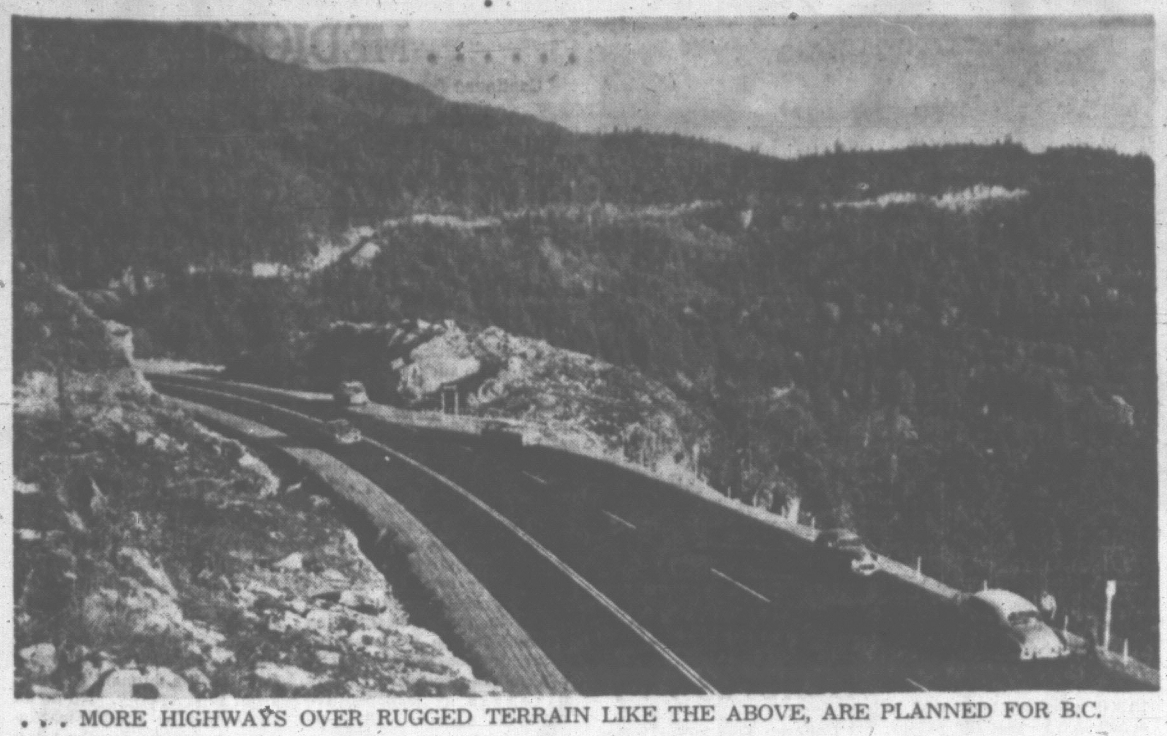

. . . MORE HIGHWAYS OVER RUGGED TERRAIN LIKE THE ABOVE, ARE PLANNED FOR B.C.

LINK WITH MAINLAND?

have in mind a new high-level crossing at Mission City to replace the present narrow railway bridge rented from the Canadian Pacific Railway. We will also extend the highway on the Fraser River's north shore beyond Agassiz to Haig.

This will give us two highways to Hope, one on each side of the river, with crossings at Deas Island, Annacis Island, New Westminster, Mission and Agassiz-Rosedale. All this could be reality by 1965.

Another completely new link, still in the contemplation stage, is the proposed highway from Squamish up the Pemberton Valley to Lillooet. Our new Horseshoe Bay-Squamish highway, now nearly completed, is the first step. This would give an alternative route to both the Cariboo Highway and the Trans-Canada Highway and give outlets in three directions from Vancouver instead of two.

Already under way, of course, is the Cassiar-Stewart Highway which will eventually link up the Alaska Highway directly with either Hazelton or Stewart. This will open up rich mining country and provide two major arteries into B.C.'s northland.

Links With Alberta

We hope to be able to rebuild the present Highway 16 from Prince Rupert to Prince George within the next two or three years and to extend it via McBride to the Yellowhead and the Alberta border. Work has already begun on the first link of this extension east of Prince George. The province will then be traversed horizontally by a Southern Trans-provincial Highway, a Central Trans-Provincial Highway (the Trans-Canada route) and a Northern Trans-Provincial.

Making another connection with the Alberta border will be the North Thompson route north from Kamloops to Yellowhead. This road is passable now, but there are many sections which must be rebuilt completely before it could be used as a year-around highway. Perhaps some day, too, we can push another route through Jumbo Pass to connect the Kootenays centrally with Highway 95.

On to Port Hardy

Farther west we have half completed the new cut-off between Cascade and Castlegar via Christina Lake. This will eliminate the troublesome old Cascade Highway which has forced Southern Trans-Provincial Highway motorists into the U.S. From Kinnaird this new cut-off will eventually cross directly east to Salmo and then to Creston. Both these projects are already under way.

On Vancouver Island we have completely rebuilt the Trans-Canada Highway to Nanaimo and plan to project the Island Highway beyond Kelsey Bay to Port Hardy.

I visualize one day a motor trip from Vancouver up the Cariboo Highway to Prince George, then west to Terrace, south to Kitimat and then by ferry to Port Hardy, back down the Island to Victoria and back to Vancouver again by ferry.

Further extension of roads on the west coast of Vancouver Island and more east-west links on the northern part of the Island are all quite probable if the population is there to warrant them. These are fairly definite because we can see the need for most of them right now. Beyond that we can only speculate.

I am inclined to think that even with all the talk about helicopters in every garage that the automobile, or some further development of it, is here to stay. If it runs on columns of air instead of wheels or if it speeds along on a magnetic "rail" guide while its operator watches television, it will still need roads. The wheel has been with us for many thousands of years and no one has yet thought up a better method of mobility on the ground.

A wheel needs something to run on. The better the surface, the clearer the view, the wider the pavement, the flatter the curves, the lower the grades, the faster and more comfortably man will travel in his wheeled vehicle. This we can look forward to in 2058.

But today, within 50 miles of the Los Angeles freeways, there are country roads flanked by shake fences and weed-covered ditches.

I think there will be some of those left in 2058 in both California and British Columbia. And perhaps it won't be a bad thing, because people walk or drive the same trails used by the pioneers of 1958—and 1858.

STRETCH OF THE MALAHAT ROAD 50 YEARS AGO

. . . . . AVIATION'S BOUNDLESS FUTURE

Continued from page 10.

the fact that beyond 600 miles an hour, the airplane designers encounter the sound barrier. It will take an enormous boost in power, plus new shapes in wings and fuselages, to crash through. Once through the sound barrier, however, commercial airplanes should spurt ahead to the performance region of 2,000 miles an hour. This is a prospect perhaps 20 or 25 years in the future.

Beyond the 2,000-mile-an-hour region, the designers will encounter the heat barrier. The intense heat of skin friction at those super speeds will call for special metals and possibly refrigeration of aircraft surfaces.

20 Per Cent Boost

I am confident that the navigation aids, the air traffic control facilities, and the runway requirements will be developed to keep pace with the remarkable improvements assured for the airliners in the next 10 and 20 years.

What will the next 10 years of technological change within the air industry mean for Canadians? According to current indications, passengers and cargo traffic on the nation's tributary air routes may be expected to increase at the rate of 20 per cent per year. This means that the 1954 total of 86,300,000 passenger-miles on CPA domestic routes will have increased to approximately 640,500,000 passenger-miles for the year 1965.

During the same period, the cargo flow should increase from 1,491,530 ton-miles to just 11,000,000,000 ton-miles.

Speaking of future aircraft, it is improbable that either pure jet or turbo-prop aircraft will be used on these tributary routes during the next decade. This is because the stage lengths are not suitable to the economy of turbine-powered aircraft.

While restricted to piston-engined aircraft, however, these services will justify the introduction of larger and more efficient aircraft. In fact, CPA made Canadian aviation history last summer with the inauguration of four-engined Super DC-6B Empress airliners on north-south routes within British Columbia.

In conclusion, I would like to point out that this mid-century generation to which we belong has scored amazing achievements, but faces terrifying problems. We are up against the harsh fact that the airplane has a black record as a destroyer and offers even more terrifying prospects as an instrument of long-range atomic warfare.

Two-Sided Picture

I believe, however, that we can draw hope and courage from the positive elements of our flying future. True, we may be more vulnerable to our enemies, but we are also more accessible to our friends. Although we are citizens of one of the world's great air-faring nations, it is sometimes difficult for us to realize that the overwhelming statistics of air transportation touch our individual experience and have meaning for us as British Columbians.

Vancouver has become an aerial gateway linking the East and the West, and it is a fact that the web of airways which has been woven around the globe during the past decade virtually embraces every nation in one vast community of overnight neighbors.

While it is true that the belligerent impulses of mankind are deep-rooted, it is equally certain that the instincts of friendship, and the urge for survival are equally strong.

With all the fabulous discoveries in science which have provided the air transport industry with the implements of progress, perhaps our next great achievement will be in the realm of human relations. Let us hope that our generation will discover the secret which will enable us to go forward without recourse to self destruction.

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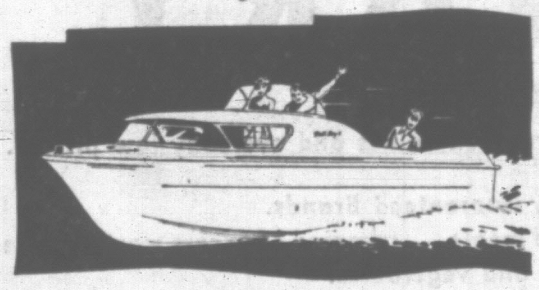

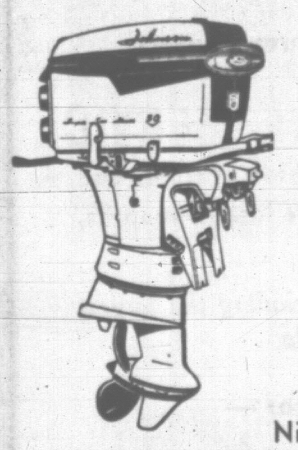

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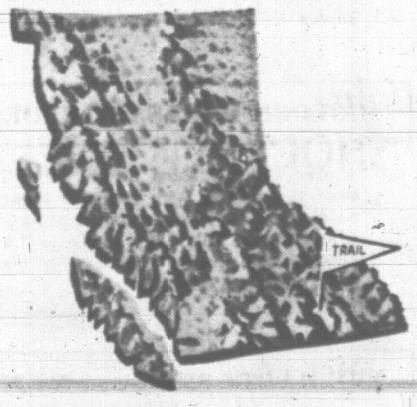

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1858 - COMINCO SALUTES BRITISH COLUMBIA ON ITS CENTENARY - 1958

PRIVATE PLANES MAY BE COMMON AS AUTOS TODAY

J. T. DYMENT
Chief Engineer,
Trans-Canada Air Lines

It is much safer to predict what air travel will be like 100 years from now than 25 years from now because no one at that time will be interested in what was said in 1958.

If asked to look 100 years ahead, an engineer cannot just let his imagination run wild. He only has the nerve to predict things he can visualize on the basis of existing knowledge and what is appearing on the horizon in various branches of science. He appreciates that many years of work may still be required before many of today's ideas become practicable.

J. T. DYMENT

Conservative View

One cannot count on or foresee some revolutionary invention that will entirely change our basis of current thinking. Such does happen from time to time but the predictions I will make here are based on the more conservative approach of extrapolating current developments and ideas.

Since the chief objective of travel is to get from A to B as quickly as possible, as safely as possible, and as cheaply as possible, we can be certain that there will be a continual effort by hundreds of thousands of technicians throughout the world to improve the standard of air travel. Since air travel will continue to increase as it is improved and with the growth of population, there will be more and more people working in the industry as the years roll by. So, the rate of improvement should also continue to increase with time. The history of aviation to date confirms this and we see no reason why the rate of improvement should not continue to accelerate year by year.

Fabulous Growth

Considering the fabulous rate of improvement in aviation during the second twenty-five-year period in aviation history, it is most difficult to stretch one's imagination to predict what air travel will be like after four more twenty-five-year periods — each accomplishing more than its predecessor.

The sound barrier is no longer a barrier so speeds should continue to increase until the heat barrier is reached. That is, until the speed of the airplane reaches the point that the air friction increases the airplane's skin temperature to the point that life inside the plane is intolerable.

Heat-Barrier Pause

There may be a pause for a short period at the so-called heat barrier but improved materials and air conditioning equipment should soon make it as ineffectual in stopping progress as the sound barrier.

We already have the beginning of the know-how to use nuclear energy and solar energy as sources of power. It is predicted that it will not be long before we can also use the earth's magnetic and gravitational forces as sources of energy to move a vehicle.

With electronic computors still being in their early development state, complex problems can already be solved in seconds that would normally take months and quick solutions can be achieved for problems that would have been completely impracticable even four or five years ago.

Developments using the principles of radar should eliminate all problems of visibility at night or in bad weather and provide the basis for collision warning and automatic collision avoidance devices.

Developments already accomplished in the new science of guided missiles point the way to "the shape of things to come".

I therefore predict that 100 years from now air travel will be somewhat as follows:

Aerial cars will be as common as automobiles are today and no self-respecting family will be without at least one. Even children will have their own little aerial jalopies to go to school, to the local supermarket for a bottle of milk or to get out into the country for a picnic.

These personal planes will be wingless, rise and descend vertically, stand still in the air, or fly at speeds up to a couple of hundred miles an hour.

They will be as quiet as an automobile except for a mild "swish" of air as they leave the ground or land.

They will be electrically powered and derive their thrust either by sucking in air, accelerating it, and ejecting it in any desired direction, or by some electrical reaction associated with the earth's magnetic field.

Unless the plane is equipped with an automatic collision avoidance control it will probably be restricted to altitudes below 4,000 or 5,000 feet and restricted to speeds compatible with human reaction time.

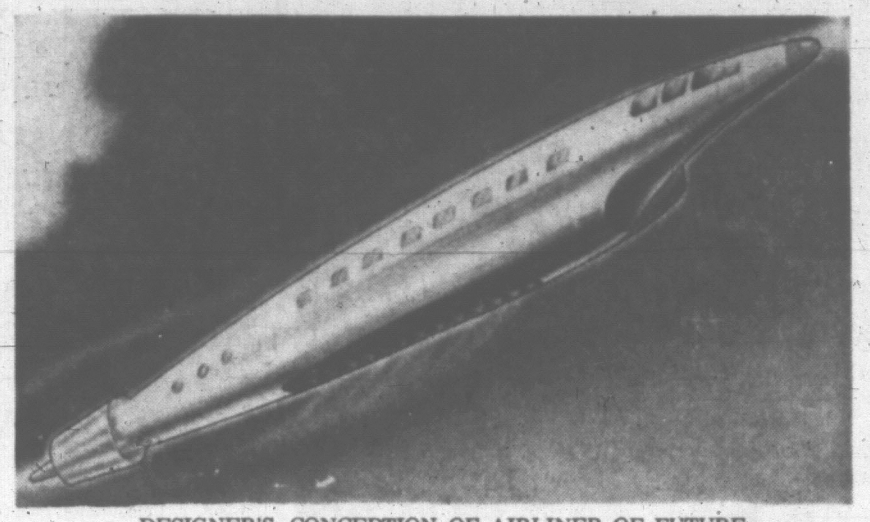
In regard to long-range visibility I believe all planes, even the private ones, will have a screen showing what is ahead, above and below, over a wide angle, as clearly as seen by the eye on a clear day.

The airplane will be a wingless, pilotless vehicle, somewhat of the appearance of the Lippisch Aerodyne. It will be under complete electronic control from the beginning of its flight in a civic centre to its destination, also in a civic centre.

Safety Devices

It will be equipped with fail-safe devices and spare equipment that will cut into service automatically in the event of a mechanical or electrical failure of any of the control or power producing equipment.

It will be under automatic electronic air traffic control at all times with automatic electronic computation of the optimum flight path between its origination and destination.



DESIGNER'S CONCEPTION OF AIRLINER OF FUTURE

It will rise vertically from the ground for a couple of thousand feet, and will then quickly accelerate along its optimum path to its destination. Its minal descent for the last few thousand feet of altitude will also be vertical. The passengers will remain in a normal sitting attitude from beginning to the end of the flight regardless of the direction of the actual flight path.

No Collisions

Although the airplane will be controlled by means of electronic ground aids, a lookout will be aboard to supplement the automatic devices during the relatively slow-speed ascent and descent in the low altitude zone used for private flying, since many of these private planes may not be equipped with automatic collision avoidance devices.

We expect that these large commercial passenger transports will be able to carry more than 400 persons and 50 tons of goods.

I believe that speeds of over 10,000 miles an hour will be achievable so that the passenger will be able to fly from Montreal to London, civic centre to civic centre, in less than half an hour, or Victoria to London in less than three-quarters of an hour.

On the basis of the current belief that flight in the mesosphere (100,000 to 200,000 feet) might be rather turbulent, we believe that cruising altitudes will be in the order of 100,000 feet or just at the upper level of the stratosphere.

We have predicted what family flying and long-range airline flying will be like. Other flying will range between these two extremes.

An Engineer Believes . . .

Children will go to school in aerial jalopies.

★ ★ ★

Private planes to fly fast and be as quiet as an automobile.

★ ★ ★

Commercial planes to be wingless, pilotless and fail-safe.

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Will carry 400 passengers and 50 tons of goods.

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Speeds to be over 10,000 miles an hour at 100,000 feet.

★ ★ ★

From Victoria to London in three-quarters of an hour.

. . . . . MEDICINE

Continued from page 6.

operating room with the utmost confidence.

Anesthesiology or, the giving of anesthetics to prevent pain, will have advanced so that the patient will go to sleep without any pain whatever and will waken up without any of the general upset which sometimes now occurs following an anesthetic. We will expect that the giving of local anesthetics will have advanced to such a stage that the pain following any operative procedure will be very, very much diminished by the giving of a local drug to block the painful nerve impulses from this area. With elimination of pain, the patient will be able to move about easily and regain his body functions and his strength much more rapidly.

By and large, with the advance in public health, the advance in the treatment of cancer by non-operative methods and the control of many diseases by non-operative methods, surgery will probably be very much less in a general way than it is now, although new fields of surgery which are only opening now, such as cardiac surgery, may have advanced to such a degree that there will be about as much time spent in the operating room as there is at present.

You must realize that many of these things which have been said are, perhaps wishful thinking, but they are the things that humanity will require in the near future and with our present endeavors to provide these things I believe that success will crown our efforts within the next one hundred years.

No doubt, in addition to the problems I have mentioned, with man's entering into outer space, there will be new problems created. These problems we do not know of at all, at present, but, we do know, that one of the problems is the maintenance of proper pressures and adequate oxygen supply for the man who travels in outer space. New materials will be manufactured which will make space suits more comfortable and practical.

Energy From Sun

Energy from sunlight which is available everywhere, may be used to breakdown carbon dioxide produced by the human, and provide a constant supply of fresh oxygen without the necessity of carrying large supplies of this life giving gas through space.

The cold of outer space will be controlled by supplying heat to the human traveller from solar energy. No doubt there will be special institutions, organized for the treatment these problems when they become manifest.

I hope that these things which I have forecast for the coming one hundred years will actually come to pass and I feel that most of them will. You, of course, know that many times the wish is father to the thought.

We will all hope that this 1958 Centennial Year for British Columbia will usher in another one hundred years of progress just as great as the one hundred which have already passed, both for the people of the province and for those who are ministering to their health needs.

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To show its faith in British Columbia's future and expanding economy Safeway has, in the last 18 months,
★ *Opened ten new De Luxe Stores*
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And is planning for the Centennial Year —
★ *Eight more new De Luxe Stores*
★ *Extensive remodelling of existing facilities*

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SAFEWAY
CANADA SAFEWAY LIMITED

Forests Source of Wealth When Oil, Coal Disappear

By M. J. FOLEY
President, Powell River Co. Ltd.

The one certainty about the future is that it will turn out very differently from what we expect.

I have been asked in this article to "dream" about the next 100 years in the forest industry. This is difficult for a business man. In business we spend much of our time trying to see the future. We would like, for example, to see the general shape of things five or ten years ahead. In practice, we count ourselves lucky if we can guess a little better than 50 per cent right two or three years ahead.

There must be some kind of framework around a discussion like this. Are we simply asking what is possible? If so, my short answer would be that because of the scientific discoveries and technical developments of the past 25 years, the possibilities in the forest industry, as in virtually every industry, are beyond imagining.

It is often said that more has been accomplished in the past 50 years than in all the previous history of mankind. What excites scientific and technical men, however, are the kind of discoveries that have been made. They are basic discoveries about the physical laws of the universe, which have widened the field of the possible like a number repeatedly squared. Our wildest dreams of the next 100 years are technically possible.

The field of the probable is more difficult. There is nothing inevitable about progress. History shows us the contrary. Nations rise to wealth, accomplish miracles for their time, and then relapse to a primitive state. A period of enlightenment and progress is often followed by dark ages and stagnation.

The seeds of decay arise out of economic and social relationships. In periods of progress people find ways of working together harmoniously with high standards of conduct. In times of decay society is divided into antagonistic groups each pushing or pulling in its own direction.

M. J. FOLEY

Pressure Groups Clouding Vision

There are many such signs today not only nationally, but internationally. The vision of the things which are possible is clouded by the tendency of our society to divide itself into pressure groups for the achievement of the immediate needs whether they are sound or not, and whether or not they may paralyze the progress of our society as a whole.

You may say this has always been so. I will answer that it has never been so important a matter is it is today. Our economic system has become an enormous complex of inter-related forces in delicate balance. The economy of 50 years ago was primitive by comparison.

The controlling factors in whether or not the possible becomes the actual in the next hundred years are human factors. Can we develop statesmanship of sufficiently high order in government? Can we, for example, replace the destructive conflicts between management and unions with a relationship based on recognition of mutual interest and motivated by a greater sense of responsibility to society as a whole? Can we develop an educational system which will give us a kind of person that our complex society increasingly demands?

The big "if" in everything we say about the next hundred years is whether our human and economic relations can advance to match our astonishing competence in the scientific and technical field.

Now where does forestry industry fit into the next hundred years—and particularly, B.C. forestry? We have said that more has been accomplished in the last 50 years in virtually every avenue of productive endeavor than in all previous history. This has resulted in:

1. A very greatly increased standard of living in the Western World.
2. A determination by the hundreds of millions of people in Asia and other parts of the world which have lived for centuries at a marginal level to increase their standard of living.
3. An enormous drain on basic natural resources.
4. An explosive increase in world population.

Two basic factors here which are important to forestry are (1) rising standards of living and (2) population increase. The consumption of pulp and paper products can be used as a measure of standard of living and will indicate the tremendous demand which would be created by an even slight rise in the world-wide standard.

Consumption Soaring

The United States, for example, consumes 432 lbs. of pulp and paper per capita; Canada consumes 280; Britain, 180; Western Germany, 128; East Germany, 82; Russia, 24.4; Red China, 3.3; India and Pakistan, 2 lbs.

United States, with 1/17th of the world's population, uses roughly one half of the world's total production of pulp and paper.

A moderate rise in the living standard of Asia's hundreds of millions would very quickly double or treble present world production of 70 million tons of pulp and paper products. This does not necessarily mean Canada or B.C. would show a proportionate increase in production. There are large unexploited forest areas elsewhere in the world. Russia has the largest. A recent official publication of the Russian Ministry of Forests estimates that with a conservative tree growth cycle of 200 years, Russia could produce an additional 140 million tons of pulp and paper products, or double the present world consumption.

The enormous population growth in recent years has had and will have equally profound effects on the demand for present-day forest products. From the beginning of man's history on earth it took until 1930 for the world population to reach two billion. By 1955, only 25 years later, it had reached 2.7 billions. By 1980, it is expected to reach 4 billions. That is, within the space of 50 years since 1930, the world population will be doubled. If this rate of increase is maintained it will more than double again in the subsequent 50 years.

Versatile Vegetable

The impact of this population growth on non-renewable resources will be tremendous. Coal and petroleum, for example, may be nearing exhaustion far before the end of next century. While atomic energy may fill the gap to replace coal and oil as a fuel and power source in industrial installations, it will not replace the increasing proportion of coal and petroleum which is used for motor fuel and for lubricants and petro-chemicals, plastics, synthetic rubber, and fibres such as nylon and dacron. Coal and petroleum, however, are merely forests which have been through pressure and temperature changes in nature's chemical factory.

Wood has been called the world's most versatile vegetable. What can be made from coal and oil can also be made from wood, including motor fuel, lubricants, plastics, fibres, synthetic rubber, artificial leather, glycerin, glues, explosives, acetic acid, alcohol and food, to name a few. It is estimated, for example, that 400 billion gallons for motor fuel could be made annually from the world's forests, three to four times the present production of crude oil. Whereas oil is an exhaustible resource, the forest, properly cultivated, can be a perpetual and increasing resource.

HUGE LOGGING OPERATIONS LEAVE VAST TIMBER STANDS UNTOUCHED

As the world's population increases the pressure on food supplies, it may be necessary to use the forest as a food source. Wood cellulose can be transformed into a wood sugar which in turn can be made into a high-protein food through the use of yeast. During the Second World War, both Sweden and Germany produced millions of pounds of high-protein cattle food by this method.

Lignin Valuable

Present chemical pulping processes use only the cellulose content of wood. Almost half of wood's content, lignin, is either burned as a fuel to help run the pulp mills, or wasted. Chemists say that this complex material is one of the world's greatest potential sources of organic chemicals and will one day exceed in value the pulp and paper, plastics, fibres and other products now made from cellulose.

So there are two phases to the future of wood in the next hundred years. The first is increasing demand for present wood products because of increasing standards of living and an explosive population growth. The second is wood, as a renewable resource, finding increasing uses as non-renewable resources are used up.

Economics, as always, will dictate what happens and when it happens. For virtually every wood product there is a possible substitute. Cost and quality determine which finds the market. Sawn lumber, for example, seems likely to gradually disappear. It requires too much physical handling to produce and use. It is being replaced by both non-wood and wood substitutes.

Plywood and various hardboards and chipboards, made by taking wood apart and reforming it according to exact specifications in continuous highly-automatic processes, finds increasing acceptance.

Within half a life-time paper board has replaced wooden boxes and barrels as shipping containers. The packaging revolution in the grocery store is consuming huge tonnages of paper, but is now under pressure from polyethylene and other petroleum-base transparent materials. No economic substitute has yet appeared for wood paper, and for many years paper will consume an increasing percentage of the forest harvest.

Nature Wasteful

B.C. will multiply the value of its forest output many times in the next century. Large areas in the North and the Interior which are not yet economic to harvest will become so. Most of B.C. is covered by mature forests, in which growth equals decay, or over-mature forests which are going downhill. Nature is wasteful.

As these forests are replaced by new growth, protected from fire and disease, the productivity of the land will be greatly increased. By careful selection and breeding, science will develop new tree varieties faster growing, hardier and more resistant to insects and disease.

We will learn much more about how trees grow. Use of isotopes, for example, is disclosing many secrets of tree growth. They permit study of trees as living organisms.

Forests Forever

Scientists have found that trees are more like animals than anyone suspected. They have hormones that affect growth. Various areas act like animal organs in regulating tree life and fighting off disease. Minute traces of some elements or the absence of them, like vitamins in animals, may have a profound effect. Experiments indicate that it may be possible to "fertilize" trees by aerial spraying using very small quantities of chemicals.

In the next 100 years forestry and the forest products industry will change beyond all recognition. It is vital to B.C.'s future that we stay in the forefront of technical and scientific advance. More than 90% of our useable land is good for growing trees and nothing else. When the mines are exhausted, the forest, properly handled, will still be there as the basis of our economy. And in my view, world demand for its thousands of present and potential products will be there too.

A FORESTER'S VISION...

Possibilities in forestry beyond imagination.

★ ★ ★

Human factors only limit to future progress.

★ ★ ★

Population, living standard to boost demand.

★ ★ ★

Wood may be adapted as high-protein value food.

★ ★ ★

Forest products can replace coal, oil in manufacture.

★ ★ ★

Possible substitute for nearly all wood products.

★ ★ ★

Careful breeding to increase life, value of forests.

★ ★ ★

Most of B.C. land good only for growing trees.

Dorman's

For three generations

Serving Victorians Since 1883

BRITISH COLUMBIA CENTENNIAL IS OUR

75th ANNIVERSARY YEAR

LATE O. H. DORMAN
Founder

KEITH DORMAN
President

DAVID DORMAN
Sales

3 Generations

The Dorman story covers 75 years in men's outfitting . . . a period during which many changes have taken place in men's wear fashions.

Established in Victoria in 1883—Dorman's, the Store for Men, located on its third move in the present store on Douglas Street. Always watchfully alert to fashion trends, we have made it our policy to keep pace with the preference of Victoria's better-dressed gentlemen. This tradition has been handed down from father to son, and today, Dorman's enjoys an enviable reputation among men's clothiers far and wide.

Dorman's experienced staff, headed by Earl MacKenzie and Kerry Zeal, pictured below, will be pleased to show you our fine men's clothing.

Douglas at Johnson

The above photograph shows the attractive exterior of Dorman's store, which blends graciously with the Victoria atmosphere. Inside are featured distinctive lines of men's wear, known the world over by discriminating men.

Earl "Mac" MacKenzie
General Manager

Kerry Zeal
Manager Clothing and Uniform Sales

Alastair Lyle
Display Manager and Sales

Harry Dean
Sales

Mrs. Betty Copeland
Accounts

Mrs. F. Robertson
Tailoring

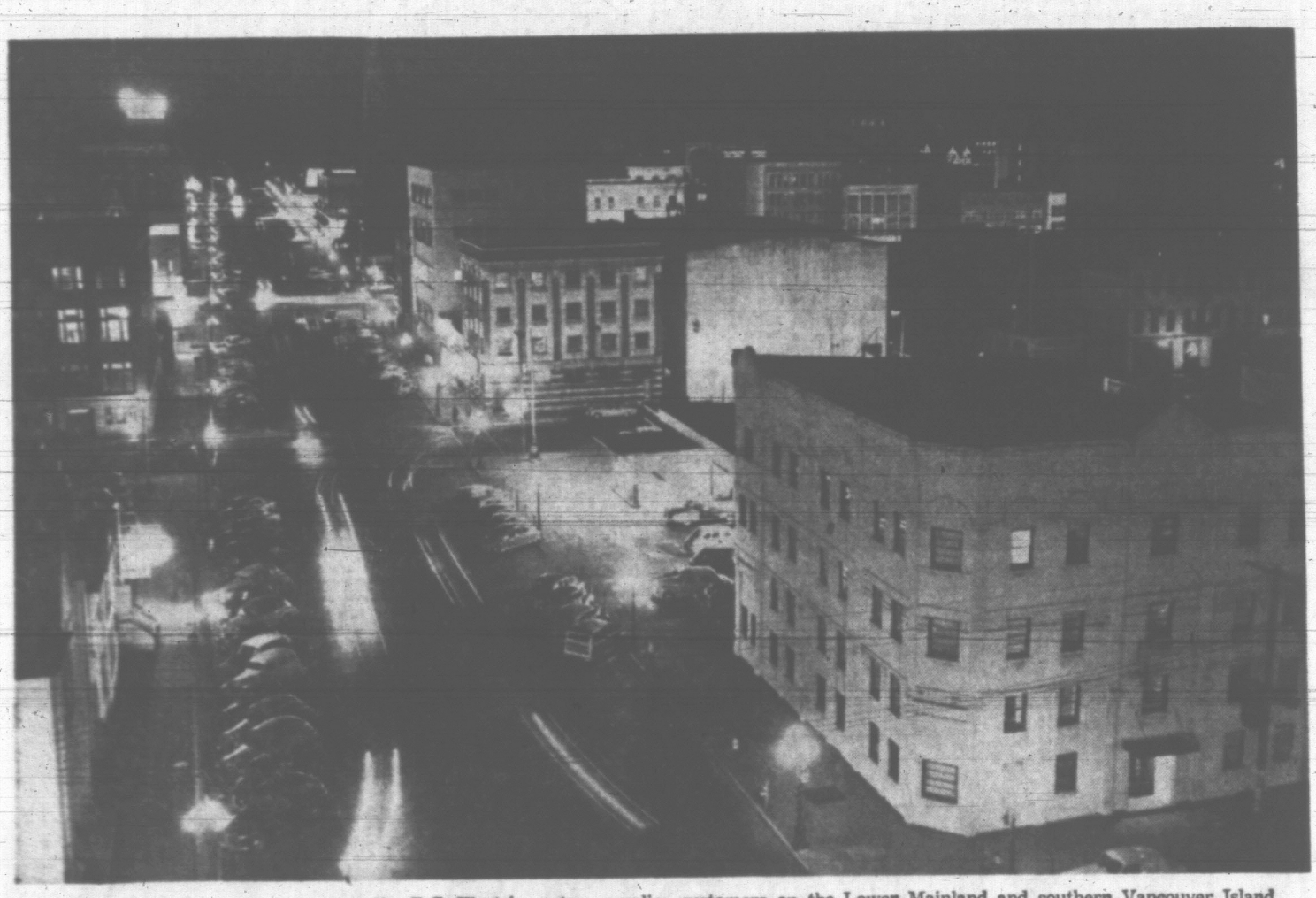
Miss E. Robertson
Tailoring

Dorman's

1328 Douglas

PHONE 4-5311

THEN the first electric street lights in B.C. appeared in Victoria, on 150-foot masts, in 1883. The one shown in the picture was at the corner of Yates and Broad. Power for the lights came from a tiny 25 horsepower steam plant.



NOW the B.C. Electric system supplies customers on the Lower Mainland and southern Vancouver Island with a million horsepower for the light and power needs of homes, business and industry. Picture shows Blanshard Street in Victoria, looking from corner of Pandora.

Electric Power: pace setter for B.C. Progress

A great part of British Columbia's growth these past hundred years can be measured in terms of its need for electric power. As each year has gone by, more and more power has been required to turn the wheels of expanding industry and to make possible modern electrical living in thousands upon thousands of new homes.

To produce this power for the areas served by the company, B.C. Electric brought together a number of small Vancouver Island and Mainland utility companies in 1897. Set upon a solid financial foundation, the new company could now assure the steady supply of electric power needed for the growing population and industry on the Lower Mainland and Vancouver Island South.

From the Goldstream plant, first hydro-electric development in the Pacific Northwest, in 1897, a system of dams and generating stations and transmission lines and sub-stations has been created, to keep ahead of the continually growing demand for electric power in our service area.

Today, the B.C. Electric electrical power capacity is almost four times greater than it was just after the war. It is estimated that by 1980, ten million horsepower will be required to serve our ever-expanding industry and population.

Among the projects scheduled:

- **The laying this summer of two additional cables in the 120,000 kilowatt submarine circuit put down between the Mainland and southern Vancouver Island in 1956.**
- **The 134,000 h.p. gas turbine station now being completed at Port Mann.**
- **The second development at Bridge River, designed to provide another 353,000 h.p. by late 1959.**
- **The 1¼ million h.p. steam electric plant near Ioco, to be developed in units of 211,000 h.p. as required after 1960.**

B.C. ELECTRIC

B.C. CENTENNIAL EDITION

B.C. 1858 1958 CENTENARY

Weather: Sunny, Warmer

Victoria Daily Times

THE HOME PAPER Phone 2-3131

A CENTURY TO CELEBRATE

VOL. 125, No. 164 ** VICTORIA, B.C., TUESDAY, JULY 15, 1958—102 PAGES PRICE: 10 CENTS SATURDAY, 14 CENTS

U.S. Marines Land in Lebanon; UN Meets

Fairy Princess Comes to a Party

All eyes turned on the fairy-like figure of Princess Margaret Monday as she entered the beautiful tree-shadowed gardens at Government House, escorted by Lieutenant-Governor Frank Ross. The new Government House, under construction in the background, forms an impressive back-drop, while gay dresses at the garden party produce the effect of a multi-colored flower bed. (Halkett Photo.)

Britain Gives 'Full Support'

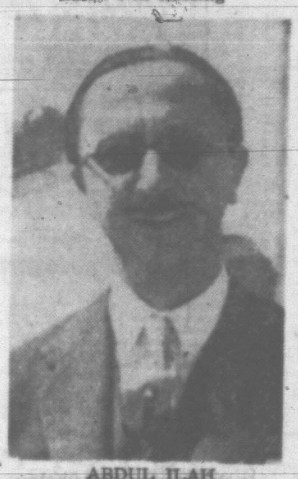
* * *

Crisis at a Glance

- **BEIRUT—First of 5,000 U.S. Marines, ordered to Lebanon by President Eisenhower, land on Beirut beach and control Beirut airport.**
- **WASHINGTON—President says troops, requested by President Chamoun of Lebanon, will safeguard Americans and protect Lebanon pending UN action.**
- **UNITED NATIONS—U.S. Ambassador Henry Cabot Lodge informs Security Council of marine landing in Lebanon and asks speedy UN action to stabilize the Middle East so U.S. forces can withdraw. Russia fails in effort to bar Iraqi delegate on the Security Council.**
- **LONDON—Britain announces support of U.S. Marine landings, withholds its own troops; alerts bases and fleet.**
- **BAGHDAD—Rebels say ousted Premier Nuri Said, variously reported dead and safe, was beaten to death by a mob; Iraqis held under tight curfew by new military regime.**

* * *

KING FEISAL
. . . still missing



ABDUL ILAH
. . . murdered

By JOSEPH W. GRIGG

LONDON (UPI)—The United States intervened today in the swiftly spreading Mid-Eastern crisis.

More than 5,000 battle-ready U.S. Marines, acting on direct orders from President Eisenhower, began landing at Beirut, Lebanon.

The U.S. action was taken with the "full support" of Britain.

The Marines streamed ashore from the U.S. Sixth Fleet under cover of war planes from the U.S. carrier Essex.

The British defence ministry announced the government had alerted a strategic reserve infantry brigade for possible action and had moved reinforcements to Aden and the Persian gulf.

It also announced "precautionary moves" by Royal Navy units in the Mediterranean and Persian Gulf.

The U.S. action was taken at the direct request of Lebanese President Camille Chamoun to protect Lebanon against "indirect aggression."

It was the first landing of U.S. troops in such force and circumstances since the Korean war and it came amid new war fears unprecedented since Korea and the dying days of the war in Indo-China.

It was touched off by Monday's surprise revolt in Iraq which toppled the government of 23-year-old King Feisal and faced the western world with the danger of a conflagration which could spread to Jordan and Lebanon, eventually engulfing Israel and the whole of the Middle East.

'Not an Act of War'—Eisenhower

President Eisenhower said the U.S. forces had "not been sent as any act of war" but that they would demonstrate to the world United States concern "for the independence and integrity of Lebanon, which we deem vital to the national interest and world peace."

The president's action presented the United Nations Security Council with an accomplished fact and prevented any possible Russian delaying action.

The U.S. action was legal both by treaty and under the UN charter which provides for defensive action even before formal UN recognition that an emergency exists.

The Security Council was summoned into session today at U.S. request.

A message from the rebel Iraq regime today demanded that the meeting be delayed until a new Iraqi delegate could arrive to replace Iraqi Ambassador Abdul Majid Abbass. Secretary-General Dag Hammarskjold rejected the request.

U.S. Ambassador Henry Cabot Lodge informed the council of the troop landings and said the forces would be withdrawn "as soon as the United Nations can take over."

United Nations Diplomat Murdered

Lodge also informed the council that veteran United Nations diplomat Fadhil Al-Jamali was murdered in the Iraqui insurrection and his body dragged through the streets of Baghdad.

The American action amounted to a challenge to Russia and to the United Arab Republic of President Gamal Abdel Nasser whose government immediately recognized the revolutionary Iraq regime headed by leftist Brig.-Gen. Abdul Karin Kassem.

Other developments in the grave new crisis:

BAGHDAD — The rebel-controlled Baghdad Radio first offered a $28,000 reward for the capture of former Premier Nuri Es-Said, but later said he had been shot and killed while trying to escape, disguised as a woman. The fate of King Feisal still was in doubt. The rebel regime imposed a strict curfew and banned groups of more than four to five persons.

Baghdad said Monday Crown Prince Abdul Ilah had been hanged on display in front of the palace.

BEIRUT — The 2,500 Americans in Lebanon were ordered to assemble in a Beirut suburb. But the Pentagon in Washington said there were "no plans at present" to take them out of the country. U.S. Ambassador Robert G. McClintock flew his family out and some 150 other embassy employees and their families were prepared to leave within 48 hours.

MOSCOW — The official Soviet news agency Tass reported the U.S. landing in Beirut but gave no immediate Soviet reaction.

Communications with Baghdad, theoretically normal but

Continued on Page 26

Forces Acting To Save Lebanon U.S. Tells UN

UNITED NATIONS, N.Y. (AP) — The United States told the United Nations today American forces were thrown into the Middle East to save Lebanon and other pro-Western governments from ruthless aggression.

The Soviet Union declared the U.S. action could "plunge the world into the abyss of a new world war."

Ambassador Henry Cabot Lodge told the 11-nation Security Council that the U.S. action was aimed at President Nasser's United Arab Republic. He insisted the United States wanted urgent UN action to make possible the withdrawal of the newly-landed American forces.

Soviet Ambassador Arkady A. Sobolev reacted quickly with a charge that the U.S. move was a threat to peace and a mockery of the principles of the United Nations.

Sobolev said armed intervention by the Western powers in the Middle East could lead to the "most serious consequences."

Lodge spoke after the Soviet Union sought unsuccessfully to oust the representative of the overthrown Iraqi government from the Security Council.

* * *

LONDON — Foreign Secretary Selwyn Lloyd today announced Britain's "full support" for American military action in Lebanon but he said

Continued on Page 26

Princess Sees Vets As 3,000 Cheer

By NORMAN CRIBBENS

Princess Margaret won cheers and excited cries of affection from a crowd of 3,000 who this morning crowded the grounds of Veterans' Hospital for her visit.

(See other stories, pictures on Margaret's activities on pages 10, 11, 17, 18, 19.)

Before entering the hospital, she thrilled the hearts of young nursing cadets of the St. John Ambulance Brigade who lined up for inspection at the main entrance.

The dainty princess stopped to talk with Barbara Nelson, 16, of Victoria.

"Do you like this work?" she asked. To which Barbara replied: "Yes, Your Highness, very much indeed."

The princess asked Darlene Mills, 17, if she came from Victoria or Vancouver. Darlene replied: "No, Your Highness, I live in Esquimalt."

Passing down the trim ranks of the grey-uniformed cadets, she spoke to Genevieve Sawatsky, 16, of Victoria, and told her she had a pretty smile.

Blushing brightly, Genevieve murmured thanks for this compliment.

Once inside the hospital, the friendly princess chatted with many veterans, completely capturing hearts of the "old sweats." (See story on page 17.)

CITY SAYS 'GOODBYE' WEDNESDAY AT 10

Naval Review Climaxes Triumphant Royal Visit

By MONTE ROBERTS

An impressive array of 32 ships in Royal Roads anchorage shared the spotlight with Princess Margaret today, during the final phase of her excitement packed visit to Victoria.

At 10 a.m. Wednesday, the city will say goodbye as she leaves by car for up-Island points and the second stage of her Centennial year tour of British Columbia.

The ships rode at anchor, each one painted and polished from stem to stern, ready for the eight-knot steam-past of HMCS Crescent with the Princess embarked.

21-GUN SALUTE

The fleet review, scheduled to start at 2.58 p.m. with a 21-gun salute fired in concert by four ships representing three nations, was to be the climax of her visit to this seaport.

Officials expected 50,000 to 75,000 to witness the spectacle.

Monday's final big event was a garden party at Government House, attended by 4,551.

And—as has become almost a habit with the Princess — she slipped away from the vice-regal suite at the Empress Hotel Monday night on an unscheduled, unescorted car trip.

The fleet review, of course, was to be strictly official, strictly timed to the split second.

It was to be followed this evening by a Naval Review dinner for Princess Margaret at the Canadian Services Colleges, Royal Roads, from which vantage point she was to watch a fireworks disply from the ships at anchor.

For the Royal Canadan Navy today's review marked the close of a week during which thou-

Continued on Page 2

CANADA TOLD IN ADVANCE

OTTAWA (CP) — Prime Minister Diefenbaker said today he has no immediate comment on the developing crisis in the Middle East.

Mr. Diefenbaker said External Affairs Minister Smith plans to make a statement to the Commons shortly after it convenes this afternoon.

Asked whether the Canadian government had been informed in advance that United States Marines would be landed in Lebanon, the prime minister replied: "Yes."

FULL FOREST CLOSURE IMPOSED

Hon. R. G. Williston, minister of lands and forests, today curtailed activities still further in the dangerously dry forest lands of the Vancouver Forest District, which includes all of Vancouver Island and adjacent islands.

Effective midnight tonight, PDT, until further notice, travellers, campers, fishermen, hunters, holidayers, picnickers, berry pickers, prospectors and other similar categories are not permitted to enter the woods, nor to congregate for picnics or meetings wihtin one-half mile of any forest or woodland without a permit from a forest service officer.

Hate t' have t' say this, but the Middle East situation seems to be Iraq an' ruin.

* * *

'Specially when you think of who could be caught in th' Middle.

* * *

But th' Gov'mint is ready. Th' Gov'mint has a brand new slogan: "Bonds away."

Index to Inside Pages

Ask The Times 17	Etiquette 18	Radio 22
Bridge 20	Finance 13	Sports 8 and 9
Classified 20	Home Garden 5	TV With J. e 21
Comics 15	Hutchison 4	Women 18, 19
Dr. Alvarez 5	Island Digest 14	Your Horoscope 22
Entertainment 11	Penny Saver 17	

VANCOUVER ENTRIES

FIRST RACE—Six furlongs:
Rio Drive (Frey) 115
My Silver Dime (Richards) 115
Shannonwood (Marsh) 120
Noahlaude (Yaka) 115
Jane Grey (Arterburn) 116
Bognor Regis (Volzke) 115
Dark Falcon (Taylor) 115
First Tenor (Gall) 115
Corennie (Broomfield) 115
Vance (Pederson) 120
Also eligible:
Plovers Call (Nishi) 115
Little Eda (Yaka) 110
Joe H (Gall) 115
Chicks Last (Broomfield) 115

SECOND RACE—Six furlongs:
Emgee (Broomfield) 115
Cirtex (Richards) 120
Mondays Child (Marsh) 110
Little Selfish (Ulrich) 108
a-Dark Nymph (Williams) 115
a-Summer Star (Taylor) 110
Easy Trust (Gall) 110
Glen Lassie (Volzke) 110
Ebb On (Yaka) 115
Orevocal (No boy) 103
A—Entry.

THIRD RACE—Six furlongs:
Style Setter (No boy) 115
Doll Song (Richards) 111
Bobs Mistake (Richardson) 116
Richmond Lady (Gall) 102
Mabe Tish (Marsh) 109
Jay M Jay (Yaka) 107
Minnie Mae (Pederson) 110
Tommy Jr (Frey) 116

FOURTH RACE—Mile and seventy yards:
Pebbles Pride (Pederson) 108
Robern (Terry) 106
Buton Roper (Williams) 108
New Feature (Richardson) 118
Prince Hawk (Parent) 108
Suelabhal (Volzke) 113
Tedione (Richards) 113
Happy Marge (Yaka) 103
Dry Fox (Arterburn) 108
Bramoney (Gall) 101
Also eligible:
New Gold (Yaka) 103
Papa Blackbird (Frey) 118

FIFTH RACE—Six furlongs:
Lady Pat (Yaka) 101
Justice Flash (Broomfield) 110
Bay Reader (Richardson) 116
Patsy Mahone (Arterburn) 110
Tulochmode (Carriere) 115
Pacific Chief (Cormack) 111
Storm Man (Terry) 115
Stelmar (Richards) 110
Trudy Trig (Williams) 111
Pull Thru (Volzke) 115
Also eligible:
Hookhanger (Rodger) 115
Hasty Hawk (Carriere) 111
High Holiday (Hunt) 116
Abs Belle (Ulrich) 106

SIXTH RACE—Mile and seventy yards:
Baraloy (Arterburn) 110
Desert Fire (Pederson) 111
Rosyth (Volzke) 110
Tin Tin (Marsh) 111
All Miss (Frey) 114
Portation (Richards) 107
Li-G-Bo (Cormack) 113

SEVENTH RACE—Six furlongs:
Deuce Admiral (No boy) 114
Mabe Mike (Williams) 113
Sugar Cube(Volzke) 110
Efforts Dusty (Arterburn) 118
Western States (Tylor) 108
Krenje (Marsh) 119
Belide (Richards) 112
Magic Note (No boy) 111

EIGHTH RACE—Mile and seventy yards:
Cunnamulla (Taylor) 106
Pule (Frey) 106
Tropical (Arterburn) 116
Indian Springs (Marsh) 111
National Valor (Hunt) 120
Belle Amazon (Broomfield) 106
Intolerable (Richards) 106
Peace Time (Volzke) 116
Hookahey (Yaka) 111
Seattle Belle (Frey) 111
Also eligible:
Alder Kid (Richardson) 111
Sleigh Run (Pederson) 113

SUB RACE—Six furlongs:
Keechelus (Frey) 120
Time Goes By (Volzke) 120
Great Count (Hunt) 120
Brazen Jewel (Pederson) 115
Camilla B (Yaka) 110
Royal Glory (Volzke) 120
Mount Baker (Arterburn) 115
Winged Zephyr (Richardson) 120
Maltese Belle (Taylor) 110
Lillomae (Yaka) 115
Also eligible:
Speedy Gal (Ulrich) 115
Jubilee (Redmond) 110
Moonhawk (Taylor) 110
Trial Judge (Nishi) 115

Weather, clear; track fast. First post Wednesday, 5.15 p.m.

Close to 500 delegates are expected ot attend the annual B.C. Moose convention here Thursday through Saturday.

Mayor Percy Scurrah will officially open the sessions, to be held in Moose Hall, 512 Fort.

G. Braithwaite of Duncan, president of the B.C. Moose Association, will preside.

A CENTENNIAL MESSAGE from the United Kingdom to B.C. will be presented by High Commissioner Sir Saville Garner to Premier W. A. C. Bennett when he visits here Wednesday. The presentation is scheduled for 10.30 a.m. at the Legislature Buildings.

Civil Servants Name Organizer

OTTAWA (CP)—S. A. Flatt, 57, of New Westminster, B.C., has been appointed organizer of the Civil Service Federation in the four western provinces, it was announced here today.

Mr. Flatt, an employee with the public works department, is a member of the executive body of the Vancouver-New Westminster district council

WIRE BRIEFS

Goldfine Move Fails

WASHINGTON (UPI)—House investigators turned down today a proposal by Bernard Goldfine's lawyer to adjourn their hearings and let a judge decide what questions the Boston millionaire must answer about his tangled financial dealings.

U.S. Rejects Loan

WASHINGTON (UPI) — The United States has turned down Soviet Premier Nikita Khrushchev's proposal to borrow money to finance expanded Soviet purchases, on a governmental basis, of American equipment and goods.

Missile Strike

CAPE CANAVERAL, Fla. (AP)—About 1,500 members of the Transport Workers Union staged a strike against Pan American Airways today to protest what they called inadequate safety conditions at the air force missile test centre.

Fire Threatens Base

WHITEHORSE, Y.T. (CP) —Military establishments in this Yukon capital were threatened today by an approaching forest fire.

. . . NAVAL REVIEW

Continued from Page 1

sands of civilians mingled with sailors afloat and ashore.

The final act in the navy's "operation century" will be a steam-past off Beacon Hill Park Wednesday by all ships in the review.

MOVE AT NOON

They will begin to move from the anchorage at 12 noon for the steam-past. Good viewpoints are available all along the Dallas Road waterfront as far as King George Terrace.

Ships in the review anchorage are: HMS Newcastle; U.S. Ships Bennington, Estes, Wiltsie, Hamner, Aspro; HMC Ships Ontario, Crescent, Skeena, Fraser, Margaree, Athabaskan, Cayuga, Stettler, New Waterford, Jonquiere, Beacon Hill, Antigonish, New Glasgow, Fortune, James Bay, Miramichi, Cowichan, Oshawa and Oriole; CNAV Laymore; RCMP ML Victoria, RCMP PB Massett; Canadian Government Ships St. Catharines, Estevan, Sir James Douglas; Fisheries Patrol Vessel Laurier.

ALONG DOUGLAS

The princess, in leaving Victoria for her island tour at 10 a.m. Wednesday, will travel along Government Street, Humboldt and Douglas to the Island Highway.

The royal party arrives at Duncan at 11.05 a.m.

The motorcade will turn into Pioneer Park off James Street opposite Cowichan High School.

There she will accept a bouquet of flowers, and meet some dignitaries.

The princess leaves at 11.15 a.m. for Nanaimo, arriving at Nanaimo City Hall at 12.05.

The Nanaimo route will be Island Highway, Nicol Street, Victoria Crescent, Wallace Street to City Hall.

TO CUT CAKE

At 12.15 she will drive to the Centennial Birthday Cake site near the CPR wharf.

At 12.30, she leaves the cake-cutting ceremony for Cassidy Airport to fly to Comox.

Arriving at Comox airport at 1.30, the princess will have lunch at the RCAF mess. She arrives at 2.45 at Lewis Park, Courtenay, to witness an Indian pageant.

The princess leaves at 3.25 for Comox airport to fly to Vancouver, actually boarding the aircraft at 4 p.m.

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BABE'S HONEY
NEW CROP NOW READY
1698 LANSDOWNE RD.

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ALUMINUM AWNINGS
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100% FIR MILLWOOD FROM SOOKE
BARK, SLABS AND INSIDE BLOCKS
2½ CORDS $15.00
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ALSO FIR SAWDUST AND SHAVINGS
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TIGHTER TURNING CIRCLE
You've never driven a big car so nimble! Chevrolet turns curb to curb in less than 38 feet. That means easier parking and manoeuvring for Chevy owners!

They're Full-Size Chevies
Every Chevrolet made offers the same luxurious dimensions. There's no skimping anywhere when you settle on Chevy!

A COMPLETE CHOICE OF ENGINES
You've the entire range of Chevrolet engines for your selection. Match performance to your pocket. Choose from *five* great V8's and the world's most famous Six.

2 AUTOMATIC DRIVES TO PICK FROM
Time-proven Powerglide or supremely smooth Turboglide. For the flowingest going *imaginable* choose one of Chevy's great optional automatic transmissions.

finer Body by Fisher
Accept nothing less than the fine finish, the hushed soundproofing, the substantial feel of famous Body by Fisher—on every Chevrolet.

UNIQUE Full-Coil Suspension
Chevrolet puts a soft-yet-solid spring at every wheel—you get the smoothest most sure-footed ride ever!

Full-Circle HORN RING
You get deluxe features like this one standard on every Chevrolet!

SAFE STOPPING
Chevrolet brake linings are bonded for dependable stopping and longer life.

BEVERAGE TRAY
Glove compartment door opens level—and there's your tray complete with inset cup holders! Chevy provides for your convenience in countless pampering ways.

CRANK-OPERATED VENTIPANES
Another touch of luxury you don't always get on other cars. They're standard on all Chevrolets!

FOOT-OPERATED PARKING BRAKE
Easier to use, Chevy's foot-operated parking brake is lever-released with a flip of a fingertip. On luxury cars *and* Chevy!

DOME LIGHT SWITCH ON INSTRUMENT PANEL
As a Chevy driver, you're in control. Light needed in rear seat . . . *you* turn it on without moving an eye from the road!

LUXURY LOUNGE INTERIORS
Chevy's got comfort and color like never before! Deeper rich foam rubber seating is covered with the most exciting and durable fabrics ever!

100% REAL AIR RIDE
Want the ultimate in riding luxury? Chevy offers Level Air Ride, a real 4-wheel full air ride, as an option on all models.

TRUNK SPACE
You get more useable trunk space in a Chevrolet. And, of course, Chevy's trunk lid is *fully* counterbalanced!

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No need to fumble through a bunch of keys when you own a Chevy. The ignition key also locks doors, glove box, trunk. Typical Chevrolet convenience!

SAFETY GIRDER FRAME
Makes Chevy *stronger, safer, roomier* than ever before! Up to 30% stronger, in fact, because it's X-built, not just X-braced.

No other car priced so low can offer you so much!

When you measure what you get for what you pay, you just can't match a Chevrolet! Chevy offers you so much more honest-to-goodness downright *value* . . . in comfort and ride, in standard features and *outstanding performance*. And it's value that *keeps* on giving mile after mile, year after year. That's why so many people are making the change. Switch to Chevy, too. There's so much more to gain. There was never a better time to buy than *now*.

CHEVROLET V8 or 6
FIRST IN VALUE—FIRST IN SALES

See your local authorized Chevrolet dealer for quick appraisal—prompt delivery!

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MORRISON CHEVROLET-OLDSMOBILE LTD.
Yates St. at Quadra 3-1106

PRINCESS STEADIES WAR AMP

Princess Margaret turned as she descended the steps from the Legislative Buildings Monday and walked with Premier Bennett to speak to a group of old soldiers.

They were members of the War Amputees of Canada—some lacking arms, some legs.

As the premier presented them, veteran W. Woodrow stumbled and almost fell. It was the hand of Princess Margaret that assisted him. Others in the group were A. J. Ingram, A. Palmer, F. Swannell, David Aitken, Jack Davey, Ross Lethbridge.

"She said he was glad to see us and that this is a wonderful day." To which the proud "old sweats" agreed.

★ ★ ★

Prior to the arrival of Princess Margaret, three navy, two air force and one army officer took stations in two files, facing one another.

All wore dress swords.

Two reporters from distant parts watched with curiosity.

"If they duel, I'll put two bucks on the sailors," one stated.

★ ★ ★

A man swung from lamp post opposite City Hall to get a good look at the Princess.

When he got down, there was a ripping noise.

Apparently he had been holding on with one hand clutching his tie against the post. When he jumped to the sidewalk, his tie tightened under his hand, then snapped.

★ ★ ★

A pair of teen-aged boys were swinging from a lamp post outside City Hall before the princess arrived.

One said, "I didn't come to see her. I just want to get a look at the car she comes in."

"Yeah, I just bet you did," replied his friend.

★ ★ ★

Former Scottish highland dancer watching the City Hall ceremony was Mrs. Shellagh Mallard, 2162 Cadboro Bay Road, wife of a B.C. Power Commission communications engineer.

"I remember seeing the Princess in Scotland," she said. "I was dancing in the Highland Games then. I'd go miles to see any of the Royal Family. They're the most gracious people."

★ ★ ★

Monday was a disappointing day for Miss Pearl McCausland, who was sent here by the Indio Chamber of Commerce, California, to present box of choice dates to Princess Margaret.

Indio is the main date-growing centre of the United States.

Miss McCausland was informed by protocol that she would be unable to make the presentation.

She did the next best thing. She gave the boxes of dates to Lieutenant-Governor Frank Ross and Mayor Percy Scurrah.

★ ★ ★

Deputy House speaker A. S. Matthew was barred from entering the speaker's office by RCMP during the visit of Princess Margaret to the Legislative Buildings.

Arguments were useless. Moments later, Fernie member Thomas Uphill tried to pass the same policeman in search of his hat, which he had left in an office. He also was turned back.

★ ★ ★

Scores of pleasure boats from the United States which arrived here Monday morning from the United States had to vacate the Inner Harbor because of the lack of mooring space.

★ ★ ★

Here for the royal visit is artist Mrs. E. Greinert of Vancouver, who plans to paint a large oil painting of Princess Margaret from photographs she took herself of the Princess.

The Polish-born artist a few years ago painted a large portrait of Queen Elizabeth from photographs. It now hangs in the RCAF officers' mess at Uplands, Ottawa.

★ ★ ★

Two shy little girls only "a fortnight" out from England got their first look at the Princess today from the shoulders of friendly Victorians.

June and Sally Cooper, daughters of Dr. and Mrs. Cooper, came with their next-door neighbors Mr. and Mrs. R. G. Blades, 1590 Beach Drive.

The Blades have three children of their own and the girls might never have seen the Royal visitor if strangers in the packed crowd had not cheerfully hoisted them up.

★ ★ ★

As usual a small boy in blue jeans with shirt-tail out and patch on his head wandered up the steps of the Legislative Buildings while the Princess was inside. "Where's the Princess?" inquired David Neale, 28 Douglas. An RCMP officer bustled him off.

"No wonder OLD PORT cigars are so popular. I like their mildness, and the flavour's just right with me".

10¢ Suggested price

OLD PORT CIGARS

POPULAR JOSEPH ZANICHELLI, maitre d'hotel, watched to make sure head-table waiters served Princess Margaret quickly and efficiently during the government luncheon at the Empress Hotel, given in honor of the Princess on Monday.

'Plouffe Family' Top Canada Show

OTTAWA (UPI) — "The Plouffe Family" was the number one television show in Canada last year.

The CBC annual report said that the total viewers on both the English and French networks numbered 4,400,000 for each episode about the French-Canadian family. This compared with some 3,300,000 viewers for "The Perry Como Show."

The Plouffe Family has completed its fourth season on television. The same actors perform in both the French and English versions.

In the year ending March, 1957, Canada paid out $397,700,000 in family allowances, an average of $33,142,000 per month.

STRAW HAT SHOW FOLDS

The professional theatrical company, Straw Hat Theatre, Monday closed its doors at the Crystal Garden due to a lack of patrons.

Officials said they hope to reopen later this week in a less expensive hall.

CANADIANS OUTNUMBERED

U.S. Majority for Princess

More Americans than Canadians have come to Victoria to see the princess.

Hotels and motels checked today reported up to three-quarters of their accommodation taken by visitors from the United States, mostly from Washington and Oregon.

The ferry from Anacortes to Sidney and the Washington State ferry Kalakala from Port Angeles both did peak weekend business. Many American families crossed to the Island 24 hours before the princess' arrival at Patricia Bay airport.

On the Kalakala alone, 650 cars arrived here with close to 2,000 visitors.

Need for bed and board has now reached its peak, and tourist officials say all demands have been met.

The Victoria and Island Publicity Bureau Sunday received 400 inquiries from tourists, 25 per cent more than the previous Sunday.

Large numbers of mainland visitors registered in hotels here Monday and Sunday in readiness for the royal garden party Monday afternoon at Government House.

The larger hotels were booked solid, but motels on city's outskirts still had a few rooms left.

One-third of hotel space in the downtown area was booked several months ago by organized tours from the U.S.

TWO for the SHOW

By PHIL LEE

AA (Oscar Class) A (Don't Miss) BB (Worthwhile) B (For Rainy Days) C (To put in time)

(A) "TEN NORTH FREDERICK" (Royal)—It may be unbelievable that one man should encounter so much ill luck as does this quiet, "stuffed shirt" of a man Gary Cooper. His wife, Geraldine Fitzgerald, seems so uncompromisingly amitious and two-faced. His son too-ill mannered and weak.

Peculiarly, however, this adaptation of John O'Hara's novel is strangely compelling, often moving.

Reason for this, possibly, lies in the craftsmanship of veteran Cooper and comparative newcomer Diane Varsi who carries on where she left off in "Peyton Place" to prove that she is one of the finest young actresses on the screen today.

The two, the young and the old, make an excellent team in "Ten North Frederick," as Cooper, the father, who loves Miss Varsi, his daughter, more than anyone on earth, lets her down when she needs him most.

IN ADDITION to the domestic struggle going on at 10 North Frederick the picture has an interesting side-issue. Cooper, a man of ethics, is driven by his wife into the political arena. Her first goal for him is lieutenant-governor of the state and then, eventually, the White House.

But high-minded Cooper is a lamb being fed to the wolves. They accept his money but when the chips are down double-cross him, hold up his daughter's indiscretion with musician Stuart Whitman as blackmail and eventually bring his home about his ears.

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CHINESE FOOD
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FREE DELIVERY
PHONE 4-4914

USED CAR?
MORRISON
CHEVROLET — OLDSMOBILE
Yates at Quadra

A DOUBLE NAZI GESTAPO PROGRAM
"08.15"
The Story of Brutal Men and Their Harlots
Showing at 2.37, 5.55, 9.13
"THE DIARY OF A GESTAPO AGENT"
The Saga of German Militarism
Showing at 1.04, 4.22, 7.40
ADULT ENTERTAINMENT ONLY
PLAZA
ENDING WEDNESDAY

Released thru UNITED ARTISTS
THE SCREEN'S MIGHTIEST CONQUEST!
The Vikings
KIRK DOUGLAS
TONY CURTIS
ERNEST BORGNINE
JANET LEIGH
In Motion-Opening "TECHNIRAMA" And Magnificent "TECHNICOLOR"!
Adults till 2 p.m. 60c - 2-5 p.m. 75c after 5 p.m. $1.00. Students till 5 p.m. 50c, after 5 p.m. 75c. Children 25c all day. Government Tax Included
Air Conditioned
ODEON
3-0513
Feature 1.00 - 3.08 5.16 - 7.24 Last Show 9.15 p.m.

'Plouffe Family' Top Canada Show
OTTAWA (UPI) — "The Plouffe Family" was the number one television show in Canada last year.
The CBC annual report said that the total viewers on both the English and French networks numbered 4,400,000 for each episode about the French-Canadian family. This compared with some 3,300,000 viewers for "The Perry Como Show."
The Plouffe Family has completed its fourth season on television. The same actors perform in both the French and English versions.
In the year ending March, 1957, Canada paid out $397,700,000 in family allowances, an average of $33,142,000 per month.

Perfect for an enchanted evening!
Visit the World-Famous
BUTCHART GARDENS
Open 9 a.m. to 11.30 p.m.
Admission: Adults $1.10, children 50c, incl. tax
Coffee Bar Open 10 a.m. - 11 p.m.
Night-lighting from dusk 9.15 P.M.
★ Great Symphony Concert—July 17

GEM THEATRE SIDNEY
TONIGHT AT 7.45
"A Lamp is Heavy"
TECHNICOLOR
BELINDA LEE GEORGE BAKER

NOW SHOWING
"TROUBLE WITH HARRY"
In VISTAVISION and COLOR
Alfred Hitchcock has put the weirdest collection of characters together, to make this one of the most interesting comedy dramas . . . Starring Edmund Gwenn, John Forsythe, Shirley MacLaine, Mildred Dunock and Harry (whose only trouble was that he was dead).
Plus: Cartoon and Vistavision Visits Mexico
Doors 6.30 p.m.
Complete Program 6.50 and 9.00 p.m.
Feature 7.15 and 9.25
ADULT ENTERTAINMENT ONLY
• FOX •
Air Conditioned for Comfort

NOW SHOWING
"ACROSS THE BRIDGE"
THE RANK ORGANIZATION presents this vivid suspense drama based on Graham Greene's story of the fall of a crooked European financier fleeing from Scotland Yard. Extraordinarily portrayed by Rod Steiger. Recommended for adults and mature young folk.
Doors at 6.30
Complete Programs 6.45 and 8.47
Feature 7.05 and 9.07
Next—"THE SHIRALEE"
A British Production
OAK BAY

Tillicum
OUTDOOR THEATRE
At 9.05
Donald O'Connor Anne Blythe
"Buster Keaton Story"
At 11.00
Rock Hudson Lauren Bacall
"WRITTEN ON THE WIND"
Technicolor
ADULT ENTERTAINMENT ONLY
Southern Fried Chicken and Chips Served Every Night Until 6.30
Two Free Admissions Tonight If Your Car Licence Ends in 88

FOR SOMETHING EXTRA...
in CUISINE and ATMOSPHERE
You'll be delighted with the exciting "extras" that go with dining at the Spare Rib House. Each delicious meal has all the trimmings. . . . the atmosphere is rich, distinctive, with soft music and candlelight . . . and there's the gay bibs you tie on before you tuck in! Everything for your complete dining pleasure . . . enjoy it tonight!
DINNERS: Weekdays, 5.30 to 10.30 p.m. Sundays, 5.00 to 9.00 p.m.
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The SPARE RIB House
Phone 5-5380 - 816 Burdett Ave. In the CHERRY BANK HOTEL

TV's Top Comedy Star in Riot of Fun and Laughter
George GOBEL · Diana DORS
I married a woman
CAPITOL
—PLUS—
JOHN WAYNE ROBERT RYAN
"THE FLYING LEATHERNECKS" IN COLOR
At 1.10, 4.55, 7.35

FROM THE FAMOUS BEST SELLER THAT EVERYBODY'S TALKING ABOUT! Adult Ent. Only
Peyton Place
LLOYD NOLAN · DIANE VARSI · ARTHUR KENNEDY · RUSS TAMBLYN · TERRY MOORE · HOPE LANGE · LEE PHILIP · CINEMASCOPE
At 1.10, 4.45, 8.30
DOMINION

A SENSATIONAL AND DYNAMIC STORY
GARY COOPER
DIANE VARSI
SUZY PARKER
in
Ten North Frederick
Adult Entertainment Only
CINEMASCOPE
Today
Royal
A FAMOUS PLAYERS THEATRE
Doors 1 p.m. Feature 1.15, 3.52, 6.31, 9.20
Extra - Cartoon, Plus Specialty
50c till 2 p.m., 60c 2-5, 85c 5 p.m. on
Students 50c all day; Children 20c till 5, 25c after
REGULAR PRICES

It's pay-off time for PSP!

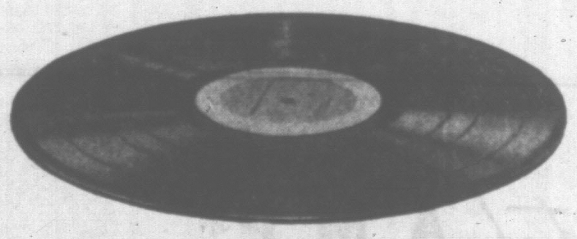
Just fifty months ago, thousands of Canadians began to plan for today . . . now they're getting the pay-off. If you were one of them you're in the money, too!

What a wonderful thing PSP is! You set your own savings goal—any amount up to $1500—then just make fifty monthly payments of from $2 to $30 . . . whatever you can afford to set aside regularly. At the end of fifty months, you get back everything you have put in, *plus* a substantial cash bonus. And, from the time of your first payment, the total amount of your savings goal is life-insured!

At your nearby BNS branch there's a free booklet explaining how PSP (The Bank of Nova Scotia's *exclusive* Personal Security Program) can help *you* save. Ask for it today!

The BANK of NOVA SCOTIA

More than 500 branches across Canada and in London • New York • Jamaica • Cuba • Puerto Rico • Barbados • Bahamas • Dominican Republic • Trinidad. Correspondents the world over.



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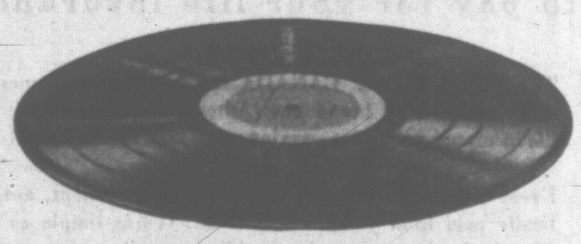

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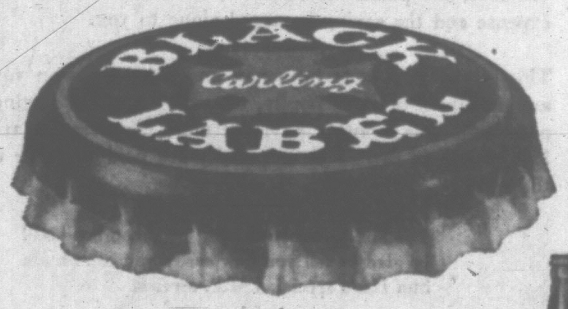

Musical evening ahead? Add to everyone's listening pleasure with high fidelity *flavor* – smoother, lighter Black Label beer!
It's brewed right here in B.C. – perfectly!

The CARLING *Breweries (B.C.) Limited*
for free home delivery phone
2-6832 and 4-4179

This advertisement is not published or displayed by the Liquor Control Board or by the Government of British Columbia.

AFTER 'VERY TRICK' SURGERY

Plucky Boy Up for Five Steps

Cameron Hoegi, 14-year-old Duncan boy, who underwent a drastic heart operation at the Royal Jubilee Hospital Friday,

Only two of Canada's ten provinces, Alberta and Saskatchewan, do not border on salt water.

was allowed to get up for a few minutes Sunday afternoon.

He took only five steps and then returned to his bed.

The operation involved removal of the boy's heart and the performance of advanced surgery.

"It was not a rare operation but very tricky," a hospital official said. He declined to give further details pending the outcome of the operation.

"Cameron is in good spirits but enduring considerable pain," his mother, Mrs. George Hoegi said today. "Everyone has been most kind to him. He has received gifts of flowers, candy and model airplanes, which he likes better than anything.

"Dozens of strangers have phoned inquiring after him. They appreciate how courageous he was to undergo such a difficult operation."

W. H. YARDLEY
. . . community chest's job

TOO MANY CAMPAIGNS

One Big Appeal Urged for Charity

A united effort by the community to help its less fortunate members is the only logical solution to a multiplicity of appeals, W. H. Yardley, chairman of the Community Chest's public service division, said today.

The Yarrows Ltd. sales manager stressed the importance of a community keeping the number of charitable drives to a minimum.

Campaign workers do not begrudge the time and effort they put into promotion of a drive like the Community Chest "which we all know is our responsibility in the community."

"But at the same time, we do not feel that anyone can afford to provide the time and money it takes to carry out the number of campaigns we are now being called upon to support," he said.

"United giving through one agency is the only logical answer. All of us should take a careful look at ourselves and remember that the Community Chest supports 20 different deserving agencies and could just as well look after 30."

Mr. Yardley said that every person must strive to make this year's campaign a success.

"We are our brother's keeper. Let us make our work as easy as possible, living up to our responsibilities by giving our time, talent and financial support."

Civil Servants Rap Province's 'Omission'

The executive of the B.C. Government Employees Association terms "incomplete" the government's reply to a brief presented the cabinet June 6 by the association.

A statement issued by the association in Vancouver said the government's reply did not refer directly to wage demands or to two matters claimed by the association to be a negation of the agreement reached last July.

These two matters, said the statement, were retroactive pay to psychiatric nurses and aides for work time over 40 hours per week, and retroactive overtime pay to the outside highways staff.

"However, the provincial secretary's reference in his letter to 'action taken to date' left the possible inference that these matters may soon be dealt with.

"The association executive has directed general secretary E. P. O'Connor to reply to Mr. Black noting this inference."

The letter sent by Provincial Secretary Wesley Black to the association was dated July 4 and was received at the association's Vancouver headquarters July 7. In its brief the association had asked for a reply by July 7.

"This is the first time in recent history that a direct reply has been received from the government to submissions made by the employees to the cabinet," said the statement.

If no further satisfactory reply is received from the government within a "reasonable time," the statement said, the matter will be referred to the membership through special branch meetings, to obtain their views on government action.

Skinny men, women gain 5, 10, 15 lbs.

What a thrill! Bony limbs fill out; ugly hollows fill up; neck no longer scrawny; body loses half-starved, sickly "bean-pole" look. Thousands of girls, women, men, who never could gain before, are now proud of shapely, healthy-looking bodies. They thank Ostrex Tonic Tablets. Help build up body skinny because of appetite impaired by lack of iron. Improved nourishment helps put flesh on bare bones. Don't fear getting too fat. Stop taking when you've gained the 5, 10, 15 or 20 lbs. you need for normal weight. Then avoid overeating of starches, sugar and fattening foods. 6-day "get-acquainted" size costs little—or buy economy size and save 75¢. Try famous Ostrex Tonic Tablets for new vigor and added pounds, this very day. At all druggists.

OUTSTANDING VALUE

2964 OAKDOWNE

(Near Uplands Golf Course)

The owner is transferred and this delightful home is priced to sell far below the replacement cost.

Reduced $2,000 for immediate sale. Price (terms)---------- $16,950

Viewed by appointment

Evenings: W. I. Boorman, 4-0434

BOORMAN INVESTMENT CO. LTD.

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Have a GOOD RUM for your money

LEMON HART RUM

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Order Ming's— Delivered Free!

Phone 4-3917 Tonight!

IMPERIAL OIL SALUTES B.C.

with a new film in full colour on the development of this Province

"MOST LOVELY COUNTRY"

British Columbia's development has progressed beyond the wildest dreams of Captain George Vancouver

"Abundant fertility that nature puts forth requires only to be enriched by the industry of man to render it the most lovely country that can be imagined." This was the vision expressed by Captain George Vancouver from the deck of his sloop Discovery in May, 1792.

In full, natural colour "Most Lovely Country" was written, filmed and produced in B.C. It takes you to all corners of British Columbia to show how, through the industry of man, this Province has been developed beyond the wildest dreams of its discoverers.

Esso IMPERIAL OIL LIMITED

With this film on British Columbia's development Imperial Oil salutes B.C. in its 100th year.

Available after the first showings in August to Service Clubs, Church Groups, Schools and other organizations at no charge by Imperial Oil Limited. Write: Imperial Oil Limited, 1090 Granville St., Vancouver.

Ritual Killers Hunted Along Slave Coast

ABAKALIKI, Nigeria (Reuters)—A huge police dragnet combed the steaming swamps and jungles along the old slave coast here in a bid to solve the ritualistic killing of at least 111 persons.

More than 100 suspects already have been arrested, including a member of the eastern Nigeria House of Assembly who has been charged with conspiracy to murder.

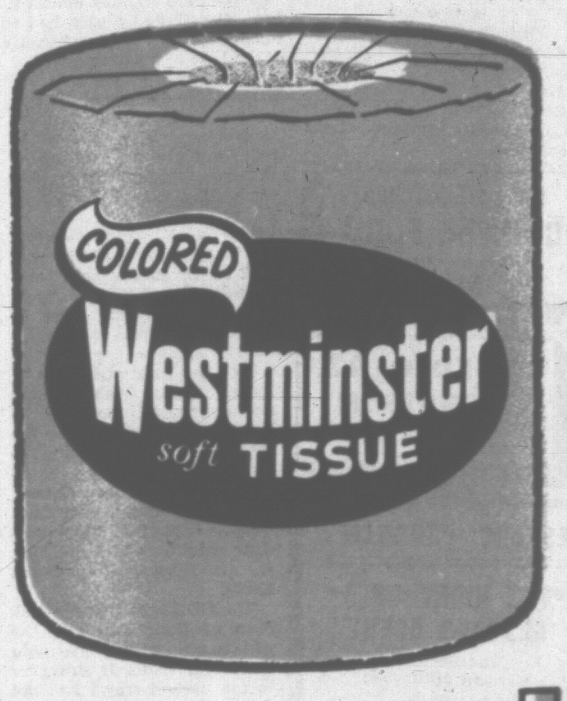
The prosecution alleges a secret society is responsible for some of the savage slayings.

Formal investigation of the murders, some of which were thought to date back a dozen years to the time of the notorious "leopard men," is expected to last five months.

The leopard men roamed the lonely jungle trails creeping up on a victim, impaling him, then scratching him in the fashion of a leopard. The Leopard Man Society was thought to have been broken up in 1946 with the hanging of 18 members.

Another outbreak of ritualistic killings was discovered four years ago and 11 members of the secret Yorubu cult were hanged for murder.

Since some of the societies hack their victims apart, the actual number of killings will never be determined.



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The colors you love . . . pink, yellow, aqua and white . . . the softness you want . . . all at a saving. Westminster is today's big bargain in bathroom tissue.

so pretty in your bathroom

V407-2

At Last! A.M.P.*

An easy way to pay for your life insurance!

The SUN LIFE OF CANADA is pleased to announce the introduction of a brand new Automatic Payment Plan for life insurance premiums—saving you Time, Effort, and Money.

Every month the premium due is, by arrangement, automatically paid from your bank account. It's as simple as that. There's no cheque to write, nothing to mail, no worry about making the payment in time. And besides being a real convenience, the plan's automatic features save the company expense and the saving is passed along to you.

This service applies to both new and old policies on yourself and members of your family, on which you are paying the premiums. The monthly payment must, however, be at least $10, or $15 if two or more policies are paid together under the plan.

The Sun Life man in your neighbourhood will be glad to tell you how easily you can obtain Sun Life's special A.M.P. service.

*Automatic Monthly Payment.

SUN LIFE ASSURANCE COMPANY OF CANADA

VICTOR L. WHITE, SUPERVISOR, 630 FORT ST., VICTORIA, B.C.

FULL TORONTO TRADING

INDUSTRIALS

TORONTO 2:30 STOCKS
By The Canadian Press
Toronto Stock Exchange—July 15

(Quotations in cents unless marked $. z—Odd lot, xd—Ex-dividend, xr—Ex-rights, xw—Ex-warrants.)

A—B

Stock	Sales	High	Low	2:30 p. m.	Net Chg'ge
Abitibi	195	$28¼	28¼	28½	— ¼
Al Cen vt	160	$20¼	20¼	20½	— ¼
Acad-Atl A	150	$30	20	20	—1
Alta Gas	1405	$17	16¾	16¾	— ¼
Agnew-S	2000	$12¼	12	12¼	+ ¼
Agnew-S pr	25	$9¾	9¾	9¾	
Alta Dist	325	175	175	175	
Alta Dist vt	100	150	150	150	
Algoma	560	$30	29½	29¾	— ¼
Alumini	935	$25¼	25¾	25¾	
Alum 1 pr	z40	$22½	22½	22½	
Alum 2 pr	65	$47½	47½	47½	
Anglo Pulp pr	95	$50¼	50¼	50¼	— ¾
Anthes Imp	10	$28	29	29	
Argus	610	$22¾	22¼	22¾	+ ½
Asdown B	z25	$11¼	11¼	11¼	
A Art	1000	$8¾	8¾	8¾	— ¼
A Art debs	80	$100	99¾	100	— ½
Atlas Steel	475	$19	18¾	18¾	— ¼
Auto Elec	200	$16	16	16	— ¼
Bank Mont	190	$46½	46¼	46½	— ¼
Bank NS	100	$61¼	61	61	— ¼
Bath Pow A	25	$38		38	— ¼
Beav Lbr	100	$46¾	46¾	46¾	— ¼
Bell Phone	780	$41¾	41¼	41¾	+ ¼
Bowater	50	475	475	475	+15
Brazil	620	$6¼	6¾	6¾	
Br Tnk	z30	$20½	20½	20½	
BA Oil	837	$40¾	40	40	+ ¼
BCE 4¼pr	10	$42	42	42	
BCE 5 pr	25	$49¼	49½	49½	— ½
BC Pack A	z15	$12½	12½	12½	
BC Pack B	z100	$12	12	12	
BC Pow	337	$40¾	40¼	40¾	+ ¾
Brown	358	$10¾	10¾	10¾	— ¼
Bullocks B	z20	$5¾	5¾	5¾	
Burns	100	$14	14	14	— ¾

C—E

Cal Pow	50	$69	69	69	+ ½
C Bread B	z10	$52¼	52¼	52¼	
Can Cem	502	$33½	33	33½	— ½
Can Cem pr	150	$28½	28½	28½	— ¼
Cl Fndry	25	$28½	28¼	28¼	
Can Malt pr	50	$25¼	25¼	25½	+ ¼
C Pack B	145	$44	44	44	
C Safe 4pr	z20	$95	95	95	
Cdn Baks	z5	$6	6	6	
C Bank C	225	$49	48¾	48¾	— ¼
Cdn Brew	1215	$32	31¾	31¾	— ¼
Cdn Brew pr	240	$33½	32¾	31½	— ¾
Cdn Can A	z20	$14	14		
C Che-m	z50	$5¾	5¾	5¾	
C Collieries	530	475	475	475	
C Colll pr	1150	77	75	77	+2
C Curt W	400	150	150	150	—5
C Eagle	500	$7	7	7	— ¼
C Eagle Br	200	$7¼	7¼	7¼	+ ¼
CF Prod pr	25	$48	48	48	+2
CG Sec A	z10	$17½	17½	17½	
C Hydro C	120	8	8	8	
Cdn Oil	719	$29¼	29	29	
C Oil wts	53	$11¼	10½	10¾	+ ¾
C Oil wts	55	800	210	205	205	+30
CPR	1401	$26¼	26	26¾	— ¼
C Vickers	50	$27	27	27	—2½
CWN Gas pr	200	$16	16	16	
C Westing	z25	$49	49	49	
Cockshutt	1200	$13¼	12¾	13¼	— ¼
Comb Ent	800	$12½	12½	12½	
Con Gas	1222	$30½	30¼	30¼	— ½
Con Gas A	z5	$107	107	107	
Corby vt	320	$17¾	17½	17¾	+ ½
Crown Trust	100	$22½	22½	22½	
Dist Seag	350	$28½	28½	28½	
D Bridge	515	$21¼	21¼	21¾	— ½
D Fndry	195	$30¼	29¾	30¼	+ ¼
D Magnes	500	$10	10	10	— ¼
D Stores	195	$69½	69½	69½	+ ¼
Dom Tar	1075	$12¾	12¼	12¼	— ¼
Easy Wash p	z25	$15½	15¼	15½	
Erie A	z25	$5	5	5	

F—J

Fam Play	335	$18¼	18¼	18¾	— ¼
Fanny F	z30	$16¼	16¼	16½	+ ¼
Fed Grain xd	175	$37½	37	37¼	— ¾
Fleet Mfg	600	34	30	30	—5
Ford (US)	z5	$38¼	38¼	38½	
Ford A	104	$84	83	83	— ½
Foundation	200	$13	13	13	— ¼
Fraser	60	$26¾	26¾	26¾	— ¼
Freiman pr	100	$90	90	90	—4
GMC	z5	$38	38	38	
Gen Dev	7816	$16¾	16	16	— ¼
GL Paper	50	$29½	29½	29½	+ ½
GL Pow pr	25	$25¼	25¼	25¼	
GN Gas	300	$7½	7¼	7¼	
GN G 250pr	25	$41½	41¼	41¼	— ¼
Greyhnd	550	$10¾	10¾	10¾	
Gypsum	z25	$35	35	35	
Hur Erie	z10	$41	41	41	
Imp Bank	175	$50¾	50½	50½	— ¼
Imp Inv A	400	$10¼	10¼	10¼	— ¼
Imp Oil	532	$44¼	44¼	44¾	— ½
Imp Tob	z100	$13¾	13¾	13¾	
Imp Tob pr	z200	$6¾	6¾	6¾	
Ind Accep	400	$36	35½	35½	— ½
I Ac wts	200	$11¼	11¼	11¼	
Ingersoll A	100	$7	7	7	
Inglis	514	360	350	350	—10
Inland C pr	100	$13¾	13¾	13¾	— ¼
Inland Gas	300	$5¾	5¾	5¾	
Inlnd G wts	200	265	260	260	—25
Inland G pr	100	$15	15	15	
Inter PL	280	$49	47¾	48	— ¾
Inv Syn A	550	$14¾	14¾	14¾	— ¼
Jefferson	300	$6¾	6¼	6¼	— ¼

K—N

Labatt	50	$25	25	25	
Lafarge A	100	$8¾	8¾	8¾	—1¼
Lakeland	600	325	325	325	
Lakeland debs	20	$82¼	82¼	82½	— ¼
Luara Sec	100	$21¾	21¾	21¾	— ¼
Lof Gro 1 pr	100	$31¾	31½	31½	
Lob Co A	400	$30¾	30½	30¾	— ¼
Lob Co B	3110	$31¾	31	31	— ¾
Lob Co pr	55	$46¾	46½	46¾	
M Leaf M pr	z5	$93	93	93	
Massey-F	1535	$8¾	8½	8½	
Massey-F pr	125	$94	94	94	
McColl	z61	$54	54	54	+ ½
Mex LP	130	$12¾	12½	12½	— ¼
Mex LP pr	200	$13¾	13¾	13¾	+ ¾
Maher	z19	$18	18	18	
Molson A	25	$39¼	39¼	39¼	
Moore	248	$73	72½	72½	
Nat Drug	425	$14	14	14	
Pipe Mfg	900	435	450	450	—10
North Star pr	130	$43¾	43¾	43¾	+ ¾
Nor Ontex	50	300	310	300	—10
N St wts	57	150	380	380	380	+5
N Ont NG	655	$13	12¾	12¾	— ¼

O—S

OB Sup	z10	$70	70	70	
O Jockey	1300	190	190	195	
O Jockey pr	z5	$9	9	9	
O Jock wts	1000	43	41	41	—2
Page Hers	120	$29¼	29	29	
Pbina new	1385	$8¾	8¾	8¾	+ ¾
Pembina pr	935	$8¾	8¾	8¾	+ ¾
Premium	200	360	360	360	
Pres Elect	700	145	145	145	—5
Price Mfg	900	455	450	450	—10
Roe AV Can	428	$14¾	14¾	14¾	— ¼
Royal Bank	142	$64¼	64½	64½	— ¼
Russell	550	$8¾	8¾	8¾	— ¼
StL Corp	50	$88	88	88	— ½
St. Maurice	1400	68	65	68	—1
Salada-S	1365	$21	21	21	
Salada-S B	240	$36¾	36	36	
Salada wts	250	850	850	850	—25
Shawin	85	$26	26	26	
Sicks vt	50	$30	30	30	+ ¼
Silverwd A	z35	$11¼	11¼	11¼	
Simpsons	535	$23½	23¼	23½	+ ¼
SKD Mfg	100	80	80	80	—5
Slater new	100	$18¼	18¼	18¼	+ ¼
Spartan	100	$5¾	5½	5¾	
Spartan wts	100	150	150	150	—30
St Pav	75	$39¼	39¼	39¼	
Steel Can	565	$61¼	61	61¾	— ¼
S Propane	700	$7	7	7	— ¼
Suptest ord	200	$17¾	17½	17½	
Suptest com	100	325	325	325	—75

T—Z

Tor-Dom Bk	1160	$45	44½	44½	— ½
Tor Star pr	35	$53	53	53	— ¼
T Fin A	325	$41¼	41¼	41½	— ¼
Trans C PL	315	$26¾	26½	26½	— ¼
Trans-Mt	4065	161	61	61	+5¾
Trans PPL	100	$22	22	22	+¾
Un Gas	75	$81¼	81	81	—1¼
U Fuel A	z15	$59¾	59½	59½	
Walk GW	1280	$27¾	27¾	27¾	
Webb Knp	200	350	350	350	
Westeel	z50	$12	12	12	
Weston A	440	$30¼	30	30½	+ ¼
Weston B	122	$30¼	30	30	
Wstn 6pc pr	30	$106	106	106	
West A wts	510	$11¼	10¾	10¾	— ½
Wood JA	450	$25¾	25½	25¾	
Curb					
Anglo Nfld	200	$5¾	5¾	5¾	— ¼
Asbestos	50	$28¾	28¾	28¾	
CD Sug	z25	$23	23	23	
C Bronze	100	$23½	23½	23½	+ ½
C Ingersoll	50	$42¼	42¼	42¼	+ ¼
C Paper	85	$34	34	34	
D Glass	100	$75	74¾	75	— ¼
Dupont	175	$18¾	18¼	18¾	+ ¼
Int Util	z10	$27	27	27	
Lob Inc	20	$112	112	112	
Price Br	278	$40¾	40½	40½	— ¼

MINES

A—B

Acad Uan	2500	7½	7½	7½	— ¼
Advocate	400	290	285	285	—5
Agnico	5873	62	60	60	—3
Alba Expl	500	6	6	6	+ ¼
Algom	1220	$17½	17	17	— ½
Algom vt	1085	565	575	575	—25
Apex Res	2500	4½	4¼	4½	
Arcadia	1075	15	14	15	— ½
Area	1400	101	100	100	—2
Aumacho	21000	16	14	16	+2
Aumaque	46000	10½	10	10	—1
Auror	100	238	235	238	
Avilla	2000	5½	5½	5½	
Barnat	158200	123	114	123	—8
Bary Expl	1000	75	75	75	—1
Baska	5500	25	23	24	—1
B-Duq	1100	21½	21½	21½	
Belcher	3300	105	103	105	—2
Bethlm	300	95	95	95	—4
Bevcon	2000	16½	16	16	
Bibis	1000	7	7	7	— ½
Bicroft	1900	103	100	100	
Bicroft wts	1150	30	30	30	
Bordulac	1000	9	8	8	+ ½
Bouscad	2000	9	9	9	
Bouzan	9100	52	50	50	—3
Boymar	7000	9	8	8½	
Broul Reef	1000	60	58	58	—2
Bunk Hill	1000	11	11	11	

C—E

Cable	2000	28	28	28	—2
Camp RL	500	790	790	790	+5
C Dypo	z120	73	73	73	
C Malart	2000	40	35	35	—5
CN Inca	714	22	22	22	+2
Cdn Thor	500	9½	9½	9½	— ½
Candore	6367	18	18	18	—1
Can-Erin	8500	23	22	22	—2
Can-Met	5660	127	125	127	+2
C-Met wts	500	52	52	52	
Captain	1000	15½	15	15	
Cassiar	250	800	800	800	
Cent Porc	44000	28	21	26	+3
Chib Jac	3100	58	55	58	+3
Chib-Kay	1600	15½	15½	15½	— ½
Coch Will	1000	260	250	250	—5
Cody-Rec	24500	23	20	23	+2
Coldstrm	12100	34	31	31	—1
Colomac	2000	6½	6½	6½	
Conagas	11500	61	58	60	—2
C Callinan	5262	15	14	15	—1
Con Met	27260	55	45	52	+2
C Denison	2285	$45¼	14¾	14¾	— ¼
C Den wts	3050	490	450	450	—35
C Discov	900	315	305	305	—9
Con Gillies	2000	9	8	8	
CG Arrow	3000	23	22	22	—1
C Hallwei	144200	54	50	53	—1
C Marben	500	31	31	31	+1
C Marcus	1043	42	41	41	—1
Con MS	710	$19½	19¼	19¾	— ¼
C Morris	2500	22	21	22	+1
Con Negus	9500	31	30	30	—1
Con Nichol	1000	7	7	7	
C Northind	1500	40	40	40	
C Red Pop	1500	10	10	10	
C Regert	5162	17	16	16	—1
C Sanmorm	9640	9	8	8	— ½
Con Sud	22327	72	70	72	+1
Conwest	300	330	315	315	—15
Cop Corp	500	24	24	24	—1
Cop-Man	2000	9	9	9	— ¼
Coprand	38027	215	184	188	—26
Courtor	1000	8	8	8	
Cusco	6785	20	19	19	—3
Daering	24050	56	55	56	—9
D'Aragon	25800	38	33	36	—3
D'Eldona	1000	10	10	10	—1
Dome	z47	$15	14½	14¾	
Donalda	27500	18	13½	18	
Duvan	1600	19	19	19	— ½
E Amphi	75600	17	13	15	—1
East Mal	10000	172	170	170	
East Met	10520	8½	8	8	
East Min	500	40	40	40	
Elder	4100	85	83	83	—4
Eldrich	1000	31	31	31	
El Sol	12400	12	11	11	—1
Expl All	5000	16½	16	16	+ ½

F—J

Falcon	460	$25½	25½	25½	— ¼
Faraday	5655	108	101	102	—6
Frnascur	11500	12	11	11½	+ ½
Frobisher	00	177	177	177	+2
Galkeno	545	34	34	34	
Geco Mines	z20	$13½	13½	13½	
Giant YK	4100	600	580	580	—10
Glenn Uran	2000	12	12	12	—1
Gold Eag	3500	8½	8	8½	—2½
Gold Man	3600	33	31	31	—1
GP Uran	30500	39	34	35	—1
Grah Bous	2000	9½	8½	8¾	—1
Grandroy	2000	21	21	21	
Greyhk	14500	23	21	21	—2
Gulch	1000	17	17	17	—1
Gulf Lead	2500	9	9	9	+ ½
Gunnar	4255	$16½	15¾	16	— ¼
Gunnar wts	5780	840	805	805	—10
Gwillim	3500	9	9	9	— ½
Halmon	6100	79	79	79	+4
Hard Rock	2000	10	10	10	
Hasaga	1000	18½	18½	18½	— ½
Headway	9000	50	48	48	—2
Heath	2000	9	9	9	
Hollinger	235	$22¾	22¾	22¾	
Hoyle	600	425	415	415	—10
Hud Bay	275	$46¼	46	46	
Hugh-Pam	3000	26	25	25	
Ind Lake	13900	7	7	7	—1
Int Nickel	700	$74	72¾	74	+1
Int Ran	128000	50	42	44	—7
Irish Cop	1500	165	161	165	
Iron Bay	300	175	175	175	
Jacobs	12500	173	162	163	—7
Jaye Expl	11000	90	87	88	—3
Jeanette	1000	18	18	18	+6
Jellicoe	17156	18	16	16	
Joburke	10500	15	15	15	—1
Jonsmith	80500	19½	17	19	+1
Jowsey	5344	50	50	50	—2

K—N

Kenville	5000	5½	5½	5½	—1
Kerr Add	350	$17¾	17½	17½	
Kilembe	700	170	166	170	
Kirk Hud	500	7	7	7	
Kirk Min	2900	39	39	39	+1
Labrador	268	$17¾	17½	17½	
Lake Cin	300	109	109	109	—5
Dufault	1500	68	68	68	—3
Latin Am	1900	23	23	23	
Leitch	8650	132	125	128	—4
Lencourt	3000	10	10	10	+1
Lexindin	2500	6	6	6	
LL Lac	565	199	191	199	+8
Lorado	700	53	53	53	+1
Lorado wts	300	30	30	30	—2
Lyndhst	28500	24	23	24	
Macassa	200	300	299	299	—1
Macfie	1000	11	10½	11	
MacLeod	2500	105	105	105	
Malartic	1400	107	100	100	—10
Madsen	2500	230	225	225	
Maralgo	69425	60	53	56	—4
Maritime	7950	82	77	77	—5
Martin	6000	25	22½	25	—1
Matatch	4400	25	24	25	
Mayhrun	4000	21	18	18	—1
McKen	14100	32	30	31	+4
McMar	9025	13½	12	12	—2
McWat	27800	25	20½	25	+3
Mentor	3500	14	14	14	—1
Merrill	3000	80	80	80	—1
Meta Uran	500	11½	11½	11½	
Midrim	2000	100	100	100	—4
Milliken	5300	275	267	270	—7
Min Corp	105	$11¾	11¾	11¾	— ¼
Min-Ore	10000	18	17½	17½	—1
Mt Wright	25500	71	69	70	
Nama Cr	4200	21	21	21	+1
Nat Exp	2000	18	18	18	— ½
Nes Lab	2200	35	34	34	
New Alger	5500	10	9	9	—1
New Ath	3000	45	40	40	
New Cal	8533	32	32	32	—1
New Delhi	10300	225	219	220	—2
N Dicken	2500	225	219	220	—2
N Goldvue	2250	8	7	7	—1
New Hosco	150660	320	265	329	+30
N Kelore	500	9½	9½	9½	— ½
Newlund	1500	17	16	17	—1
N Mylatha	28500	20	18	20	+2
Nisto	28000	7	6½	7	+ ½
Noranda	260	$43¼	42¾	43¼	+ ¼
Norlartic	27000	24	21	22	—2
Norpax	500	23	23	23	
Norsyne	9500	11	10	10	
N Rank	4960	70	68	70	—2
Northgn	1460	320	315	315	—7
Norsp A wts	1000	212	208	208	+3
Norvalie	50000	34	24	26	—2
Nudul	4000	21	21	21	
N Gldcrst	10258	52	50	50	—2

O—S

O'Brien	50000	85	76	83	—3
Oganna	3000	7	6½	6½	—1½
Oka Rare	2300	16	16	16	
O'Leary	1000	21	21	21	—1
Opem	900	865	850	850	
Orenada	1000	12½	12½	12½	
Ormsby	10700	48	44	48	+ ½
Osisko	4000	37	35	36	—1
Parmour	300	57	57	57	+2
Parbec	1500	7½	7	7	
Pardee	5100	67	65	65	
Paymast	10000	22	22	22	
Pce Exp	4500	17	15	17	
Peerless	100	26	26	26	+2
Perron	500	25	25	25	—1½
Pick Crow	270	101	100	100	
Pioneer	31100	141	140	140	—6
Pitch-Ore	1000	6	6	6	
Pr Bord	7000	6	6	6	
Preston	700	640	630	640	+10
Pronto	2300	495	495	495	
Pros Air	200	109	109	109	—1
Purdex	23500	15½	15	15	— ½
Que Ascot	3325	28	25	25	—1
Que Man	2000	19	19	19	
Qunsfon	1500	15½	15¼	15½	
Quemont	280	890	885	885	—15
Radiore	4600	67	65	65	
Rexspar	3000	42	41	41	
Rix Athab	1200	46	45	45	—4
Rio Rup	7500	9½	9½	9½	
Roche	13500	20	18	20	+1
Rockwin	71800	63	52	60	+4
Rowan Con	3500	12½	12	12	— ½
St Michael	1000	10	10	10	
San Ant	z10	50	50	50	
Sand Riv	700	13	13	13	
Sherritt	1760	405	335	335	—15
Siscoe	1635	60	60	60	—1
Stanleigh	1220	135	131	135	
Stanigh wts	350	38	38	38	
Starratt	28500	10	9	10	— ½
Steep R	1820	965	950	950	
Sturgeon	1500	15	14	15	+1
Sud Con	1500	7	6½	6½	— ½
Sunburst	1000	17½	17½	17½	—1½
Surf Inlet	1000	5	4½	4½	—1
Sylvanite	4300	103	101	103	

T—Z

Taurcanis	5000	85	77	80	—2
Taurcan vt	2000	80	80	80	—3
Teck-H	z10	150	150	150	
Temag	900	83	83	83	+1
Thom L	500	72	72	72	—1
Thra	2000	8	8	8	
Tombill	1000	28	28	28	
Towag	1000	11	11	11	— ½
Trans Res	1500	20½	20	20½	—1½
Trin Chib	74260	42	38	41	—2
UR Shaw	7750	33½	32	32	—1
U Asbestos	825	650	650	650	
U Estella	1000	8	8	8	—1
U Mont	13000	9	9	9	+2
Upp Can	2000	70	68	70	
Vandoo	2000	7½	7½	7½	— ½
Ventures	895	827	26½	26½	— ½
Violam	900	117	115	116	—2
Weedon	2500	23	22	22	—1
W Malar	500	7	7	7	
Willroy	1500	72	70	72	—2
Will wts	500	45	45	45	
Wiltsey	70900	31	26	29	—3
Wr Harg	260	130	129	130	
Yellorex	2500	7½	7½	7½	— ½
Yk Bear	1300	99	96	96	—4
Yukeno	4000	5	5	5	
Zenmac	8100	34	31	31	—5
Curb					
Bulolo	700	375	375	375	—10
Pato	912	355	335	350	+15

Sales to 2:30 p.m.: 3,392,000.

OILS

Acme Gas	3200	22	21	21	—1½
AP Cons	1000	36½	36	36	—3
Am Leduc	7000	18	17½	18	— ½
Anchor	5250	19	18	18	—1
Anglo-Am	150	910	910	910	—65
Bailey SA	300	940	920	940	+30
Bailey S pr	110	$23	23	23	—1
Bail S 5pr	z100	$22¼	22¼	22¼	
Banff	1900	200	195	200	+7
Britalta	1100	190	185	185	—10
Calalta	3500	75	70	74	—3
Cal Ed	480	$23½	23¼	23½	— ¼
C Oil wts	300	108	108	108	+3
CS Oil wts	660	75	65	75	+1
Cdn Atl Oil	2725	610	565	610	+35
C Chieftn	500	102	102	102	—3
Cdn Dev	3000	600	590	600	+10
C Ex Gas	10	211	211	211	—4
C High Cr	500	38	38	38	+1
C Homestd	100	192	192	192	+2
C Husky	1375	$13¼	12¾	13¼	+ ½
C Husky wts	20	710	710	710	—15
Cdn WO	2900	225	220	225	+10
Cent Del	7703	895	880	890	+5
Charter Oil	500	190	180	180	
Conro	3000	8½	8	8	— ½
C Allenbee	800	10	10	10	+1
C Dragon	500	24½	24½	24½	+ ½
C Mic Mac	250	395	395	395	+10
C West Pet	400	575	575	575	—5
Cree Oil	200	425	425	425	+5
Cree wts	200	200	200	200	—10
Dev-Pal	3620	145	135	135	—2
Dome Ex	10	$1¼	100½	10¼	
Duvex	1760	13	11	13	
Fargo	800	630	620	630	
Gen Pet A	250	325	325	325	
Gr Plains	200	$17¾	17¾	17¾	
Home Oil A	1254	$18¼	18¼	18¾	+ ¼
Home Oil B	275	$18¼	18¾	18¾	— ¼
HB Oil G	281	$20	19¾	20	+ ¼
Humber	1100	110	105	110	+5
Majtrans	4500	4	3½	3½	
Marigold	3000	10	10	10	—2
Midcon	32500	85	78	80	—5
Mtl City	500	23	23	23	
Nat Pete	200	221	221	221	—4
N Bristol	9300	10½	9½	9½	+1
N Chamb	800	108	108	108	
N Davies	7800	42	38	40	+2
Northcal	1000	23	23	23	—2
NC Oils	600	350	345	345	+5
NCO pr	z50	$34	34	34	
Okalta	200	120	120	120	
Pac Pete	2125	$18¾	18	18¾	+ ¾
Pan West	2000	25	25	25	—1
Permo	1500	160	158	158	—2

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200 in the Swim At Sooke Flats

More than 200 youngsters are taking advantage of improved bathing facilities at Sooke River flats during Red Cross swimming classes, according to Mrs. William Eddy of Sooke Centennial Committee.

The improvement of bathing facilities is the permanent centennial project for Sooke district.

Shirley representatives on the committee, Mrs. M. A. Perron and Mrs. Jean Robinson, have reported Shirley Community Hall has been re-roofed as that section's permanent project.

Contract Given

UCLUELET — Contract for $9,423 has been awarded by the federal public works department to Ivan Ossinger of Ucluelet for reconstruction of the mooring float here.

Existing floats and piling will be removed and replaced by creosoted piles and three log floats, each measuring 10x100 feet.

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ISLAND DIGEST

TOFINO TANKS UP

Water Ferry To Relieve Low Supplies

TOFINO (CP) — The village council began preparations Monday night to haul water from Long Beach to offset dwindling supplies at the 50,000-gallon municipal water tank.

Council plans to truck water in a 1,000-gallon tanker from Long Beach six times a day. Level of water in the storage tank was described as quite low after months of dry weather.

Some 400 people get their water from the storage tank, while those outside the water system rely on wells, many of which have gone dry.

Uppermost in the minds of villagers is the threat of fire. Tofino is served by a volunteer fire department.

MOVIE STARS VISIT ISLAND

CAMPBELL RIVER—Dick Powell and Edgar Bergen, well-known film stars, stopped here on the weekend while cruising the east coast of the Island in a private yacht. They left here for April Point, on Quadra Island.

GUEST SPEAKER at session for young people at Nanoose Bay Pentecostal Camp July 20-26 will be Rev. Harris E. Lidstand, youth department director for 350 Assembly of God churches in Washington and Idaho. Boys' camp has ended and girls have taken over. A full-scale camp meeting for whole family, from July 27 to Aug. 10, will end summer activity at Nanoose Bay centre.

First of New Generators In Service

CAMPBELL RIVER — First of three 42,000 horsepower generators at the Upper Campbell Lake power house of the B.C. Power Commission started regular service this week.

This boosts production of the Campbell River system to 315,000 horsepower. Start-up of the other two Upper Campbell generators will mark the end of development of the huge Campbell River drainage system, and see production of 399,000 horsepower.

Other production units are Ladore Falls, 105,000 horsepower, and John Hart, 168,000 horsepower.

Troller Badly Burned as Blast Destroys Boat

PORT ALBERNI — A fisherman who was badly burned about the face and legs in an explosion aboard his troller Monday today was reported in satisfactory condition in West Coast General Hospital.

Victim of the blast was Einar Andersen, 631 South 8th Avenue, Port Alberni. The blast was in the vicinity of the engine, and was powerful enough to shatter the hull and cabin.

The $4,000 craft subsequently sank near the Standard Oil dock. Andersen was taken to hospital by ambulance.

The blast was the fourth this month aboard boats in Vancouver Island waters. On July 2 three people were saved from a burning pleasure boat at Brentwood. On July 4 one woman was badly burned and five men were saved when a cruiser exploded at Sonora Island, north of Campbell River, and a salmon troller suffered severe burns in a blast aboard a troller at Hornby Island.

2 Bike Race Routes Set At Chemainus

CHEMAINUS — Plans are well advanced for junior bike races to be held here in August as part of centennial celebrations under sponsorship of the Canadian Legion, Branch 191.

There will be two races: a five-mile race for those of 14 and under, and an eight-mile race for 16 and under. Both races will start and finish in front of the Legion hall. The five-mile race will be from the Legion to Edgar's store on the old highway and back, and the eight mile race from the Legion to Sunny Service and return.

Youngsters residing in Chemainus and district are eligible to enter. Both races will be for stock bikes and no geared bikes will be allowed. Several good prizes have already been arranged.

Dick Duncan, who is handling arrangements, has reported the Victoria Cycling Club has offered to assist in staging the races.

Chicoutimi in Quebec was the site of a Jesuit mission to the Indians as early as 1782.

Traffic Vigilantes Urged for Sidney

SIDNEY—North Sidney Ratepayers' Association is recommending to Sidney Village Commission and the highways department that a force of highway vigilantes assist police in enforcing traffic regulations here.

It is suggested that the special force wear distinctive insignia, take complaints to the regular police, and act as witnesses.

Muncey Heads Racers To Sproat Lake Meet

ALBERNI — The fastest limited racing boats in the Pacific Northwest will be here Saturday and Sunday for the annual Sproat Lake Ratepayers' Association regatta at Sproat Lake.

Bill Muncey, driver of Seattle's Miss Thriftway, Gold Cup champion, will bring his 266-inch hydroplane to the meet.

Another fast boat will be the 225-inch Restless II, owned by Art Jones of Kelowna. Jim Hutchinson of Vancouver and Lorne Caldwell will be on hand to try to top their own one-mile straightaway records.

200 ENTRIES

The weekend of competition will start Saturday with swimming and diving events at Port Alberni pool, to be conducted jointly by the Sproat Lake ratepayers and Alberni Valley Swimming Club. More than 200 entries have been received.

The boats and their drivers will parade from Alberni to Port Alberni Saturday, and the annual regatta dance will be held at Sproat Lake Community Hall.

Recreation Minister Earle C. Westwood will open the motorboat section of the program at a course off shore from Smith's Landing Park. Mile trials will be held in the morning.

To date 30 entries have been received from United States drivers alone.

Island Cable 'Big Success'

VANCOUVER (CP) — The world's highest-capacity submarine power cables, linking Vancouver Island with the mainland, have been pronounced a "complete success" by Tom Ingledow, B.C. Electric vice-president and chief engineer.

Mr. Ingledow said the last two of the seven lines went into service Sunday.

Laid last week the two 138,000-volt capacity cables augment the five already in operation.

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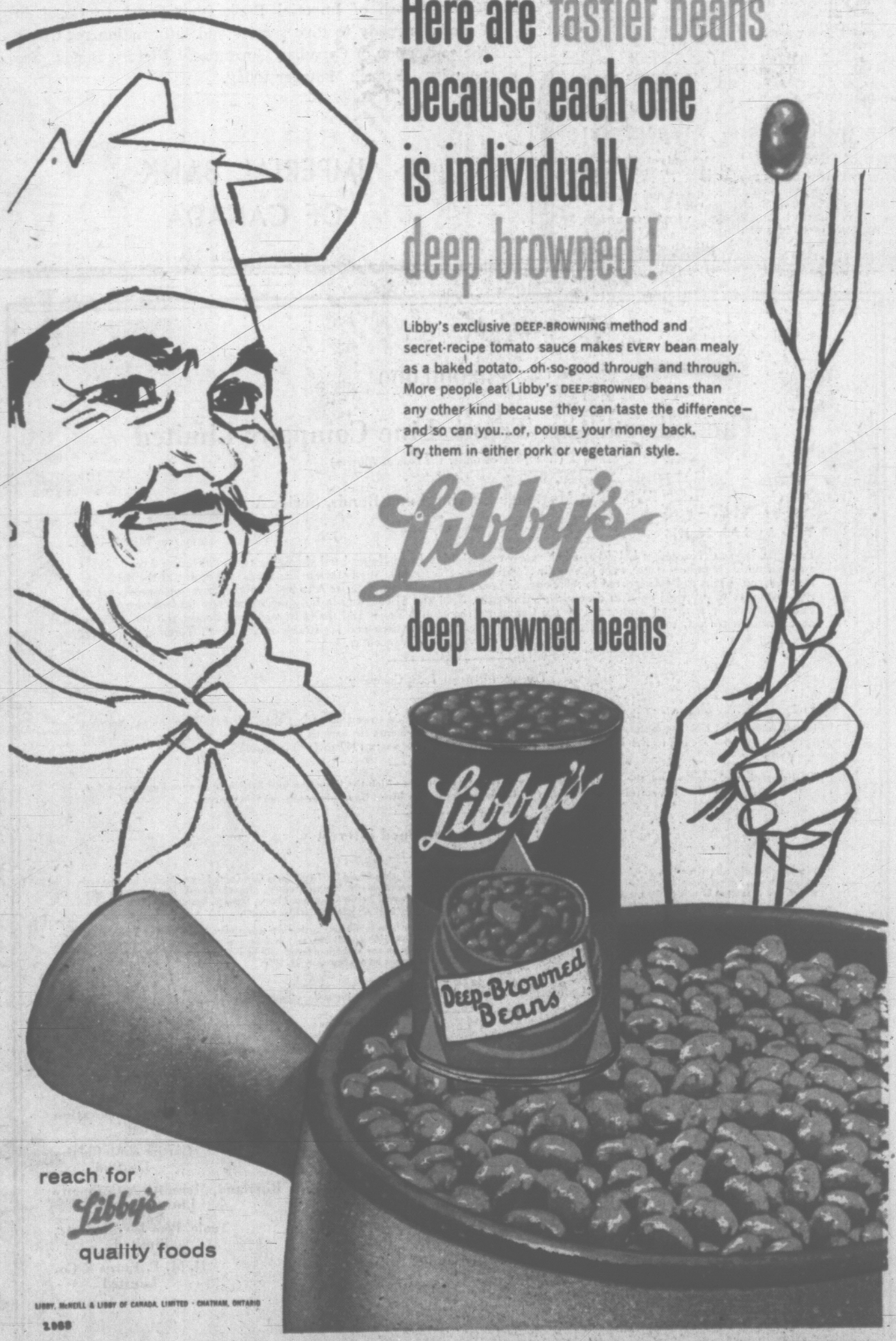

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Old Warriors 'Surrender' To Princess

By PETE LOUDON

Princess Margaret today became commander-in-chief of the hearts of 300 old warriors at Victoria Veterans' Hospital.

Some stood, or sat, stiffly to attention to show their respect—others could only express their loyalty and admiration through their eyes.

The message those eyes conveyed had the impact of bugles sounding a charge. The Princess felt it and responded with warm smiles of sympathy, words of hope.

The royal visit will be a topic for crib and checker sessions for weeks to come.

OTHER DAYS

Many of the veterans recalled other royal inspections in which they had stood in youthful vigor before her grandfather, her father or her mother.

The Princess wore a yellow dress with blue polka dots and matching hat. Her dress featured a square flat collar lapped low on her shoulders, a close-fitting skirt and yellow shoes.

Her only jewelery was a double string of white pearls.

Once in the hospital, she immediately went to the medical ward on the second floor.

She sought out patient J. McKinnon and advised him that his six-year-old daughter had just presented her with a bouquet of pink roses. Mr. McKinnon's daughter also is named Margaret.

'I'M DEAF'

One of the veterans spoken to by Princess Margaret, W. Geddes, missed the pleasure of hearing her words.

"She said something, but I'm deaf," he said later.

Presented to Princess Margaret at the hospital were: Hospital administrator Norman Beattie; Matron Miss R. W. Cowper; medical administrator Dr. C. A. Watson; assistant district administrator, DVA, J. S. Adams; Mrs. M. A. Talbot, director of dietary services; Dr. R. Scott-Moncrieff, president of the medical advisory board, and N. D. Smith, administrative officer, treatments.

Among the decorated patients with whom the Princess talked was H. Mottershead, who was presented with a Distinguished Conduct Medal in 1916 by King George V.

The Princess also spoke to Brig. William Colquhoun, nicknamed "Shorty" because he is so tall that he requires a special bed. He wore a Military Cross, also presented by King George V.

There was Edward Rowland, a Military Medal winner, who once carried a trench mortar over 200 yards of open field under enemy fire.

The oldest veteran in the hospital, R. Newberry, 94, also was spoken to by the Princess.

Matron Miss R. W. Cowper, who accompanied the royal tour of the hospital, said:

"The Princess was very interested in the patients. She wanted to know something about each of them. She was interested in the size of the staff and she noticed a group of student nurses from Jubilee Hospital who lined one corridor.

"She said, 'It must be very nice to have two hospitals so close together'."

The Princess also visited in the pavilion lounge among "up" patients." Following her tour of the hospital she walked past an honor guard of Corps of Commissionaires members, one of whom collapsed before her arrival.

She visited the Red Cross Lodge where she commented on the excellent recreational facilities for patients and their relatives.

BUT 'IT'S HERS'

U.S. Claims Margaret's Gift Island

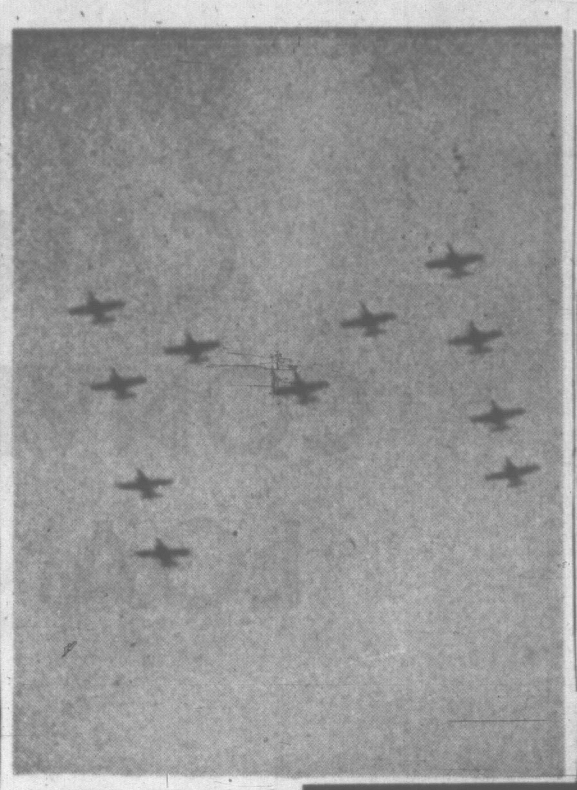
Question of whether Portland Island, B.C.'s gift to Princess Margaret belongs to B.C. or the U.S. was raised in Seattle today.

Radio station KOL reported: "Portland Island really belongs to the U.S. Both Portland and Moresby Island actually should belong to us. The KOL fact-finding and twisting commission has determined that the international boundary should run through Swanson Channel and Chute Pass.

"This results from an error on the part of the hydrographers who sounded the channel for Emperor William II of Germany, who arbitrated the Pig War.

"The mix-up comes in the conversion of feet to metres that are used in the German metric system.

"We at KOL say the Princess can have the island. All we want from her is a thank you note."



ROARING "M" saluted Princess Margaret at Monday noon as climax to march-past of navy, army and air force. The aerial alphabet flying was conducted by CF-100 jet interceptors from Comox. All told, 37 planes took part in fly-past. Right, Princess peers skyward while Defence Minister George Pearkes explains features of different planes. Lieutenant-Governor Frank Ross is at right.

'ROTTEN'

Hide-and-Seek With Princess Annoys Crowd

Security police were scored for "playing games with the public" by a disenchanted crowd outside Empress Hotel Monday night.

In another hide-and-seek charade, Princess Margaret was spirited away from the hotel at 10 p.m., after 250 persons on Humboldt Street had waited 45 minutes to see her.

What annoyed spectators was that they were "decoyed" by governmental cars and police at the Humboldt Street entrance to the hotel.

At 9.45, what appeared to be a picnic container of ice was brought out of the hotel and deposited in one of the cars.

At 10, the drivers suddenly "gunned" their cars—as if on cue—and sped 100 yards along to a service exit, directly opposite the liquor store.

The princess and her party stepped quickly into the cars and were whisked away.

FLAT-FOOTED

The crowd was caught flat-footed, except for a few nimble youngsters, who caught a fleeting glimpse of the princess.

Policemen who had executed the ruse grinned broadly.

But the people who waited didn't — including some top-hatted, striped-pants guests of the Union Club dining facilities.

"Rotten," said one spectator.

"Childish," said another.

"An outrage," said a third. "Why shouldn't people see her and give her a little cheer?"

STARLIT SKIES

After her "escape," Princess Margaret was driven to Ten-Mile Point to spend an hour and a half in near-solitude under starlit skies.

"Near-solitude" for the Princess means three limousines of royal party members and senior security officials, a carload of police ahead, a police car a few blocks behind and others travelling in the same direction on parallel streets—all of them in contact by radio.

The Princess returned to her Empress suite at 12.15 a.m.

On two other occasions—once for a tour of the city and again for a trip to a Saanich farm—the Princess slipped away from waiting newsmen and the public stare.

Unions Will Pay Fines For Ferry Walkouts

Victoria Daily Times
VICTORIA, B.C., TUESDAY, JULY 15, 1958—PAGE 17

SAFETY INSPECTOR IN DOCK FOR UNSAFE 'BLIND' DRIVING

A shipyard safety inspector found he wasn't so safe when he was charged in city police court today with violating his driver's licence restriction.

Hugh Donald McKenzie, 1921 Ash, pleaded guilty to driving without eyeglasses and was fined $15.

Regular fine for the offence is $25 but Magistrate H. C. Hall took into consideration the fact Mr. McKenzie was hurrying to catch a ferry and left the glasses on the car seat beside him.

Labor Federation Promises Funds

By DAVID COWLISHAW

A top official of one of three unions involved in a pay dispute with Black Ball Ferries said today a fund would be set up to pay fines of men who walk off the ships while they are operated by the B.C. government.

He said the B.C. Federation of Labor has agreed to contribute.

The Bennett government took over the Black Ball fleet June 23 under emergency powers of the Civil Defence Act, hours before the ferries were due to be struck by two of the three unions. Under the act, seamen who refuse to work are liable to a fine of $500 or three months' imprisonment in default.

Richard Greaves, president of the Marine Engineers, told the Times 85 per cent of the union membership was in favor of walking off the Black Ball ferries "because they do not like being conscripted" and in order to precipitate federal arbitration of both the Black Ball and Canadian Pacific disputes.

WHEN PRINCESS LEAVES

"We shall know after meetings today and Wednesday whether the men will walk off the ships as soon as Princess Margaret leaves the province. We don't want her visit spoiled on our account.

"In the event of a walk-off, all labor in B.C. will be asked to contribute to a fund to pay fines resulting from the action. We have already approached the (B.C.) Federation of Labor and received a very encouraging reply."

The engineers' president added the members were "not too worried" about walking off the ships in defiance of Premier Bennett.

A walkout on Black Ball would see Vancouver Island severed by water transport from the B.C. mainland.

Canadian Pacific coast steamships have been idle since May 16 when 350 members of the Seafarers' International Union struck in support of a 25 per cent wage demand. They were followed by the engineers and the Merchant Service Guild, both officer unions seeking 19 per cent. The company offered 8 per cent.

The same terms are at stake in the Black Ball dispute.

Meanwhile, no word has been heard from Ottawa concerning further federal action in the CPR strike.

MRS. M. T. GILLESPIE
. . . former Winnipegger

Funeral Held For Prominent City Socialite

Funeral service was held this morning at the Church of St. George the Martyr, Cadboro Bay, for prominent Victoria socialite, Marjorie Thorne Gillespie, wife of Dugald Gillespie, 841 St. Charles Street.

Mrs. Gillespie was the daughter of the late Mr. and Mrs. John B. Persse of Winnipeg. Surviving her are two sons, John D. Gooderham of West Vancouver and William G. Gooderham of Courtenay; a daughter, Mrs. C. Carothers Carpenter, Victoria; and two sisters, Mrs. Geoffrey Macdonald and Mrs. L. J. H. Redmond, both of Winnipeg.

Rev. William Hills officiated at the service, and was assisted by Rev. J. L. W. McLean.

Pallbearers were Brig. W. C. Thackray, V. R. Sutherland, K. L. Patton, Andrew Milligan, J. Ian Simpson, and Dr. J. A. Stewart. Burial was at Royal Oak.

'Royal Blue' Weather To Continue

Balmy weather that has contributed to the success of Princess Margaret's public appearances here will continue Wednesday for her trip up-Island, weatherman Sid Ramsden said today.

Monday was hot, with a maximum temperature recorded at Gonzales Observatory of 80 degrees, and an official 86 in the Tillicum area. Downtown maximum was 84 degrees.

High predicted for today was 77 degrees, but it will be cooler Wednesday with 70 degrees.

"Weather will be clear and warm throughout the whole of the Georgia Strait area Wednesday for Princess Margaret's visits to Nanaimo and Courtenay," Mr. Ramsden said.

Pleasant as the weather has been for the public, it is causing concern to foresters, who are battling a 400-acre fire west of Horne Lake, and clearly visible from Alberni streets.

Started Monday afternoon either by a cigaret or a campfire, and still not reported as under control, it is being fought by 100 men and all available equipment.

"It is in bad country, and the hazard is high and still rising," a Forest Service official reported.

A radio appeal was made Monday for volunteers to help quell the blaze. It is at the southern end of the Beaufort range, and burning in logged-off country crossed by the E & N Railway. The front of the fire is estimated at three-quarters of a mile wide.

TRAFFIC FINES

In city police court Monday: Stewart C. McLeary, 2152 Cadboro Bay, $10 for failing to give a hand signal.

ROYAL LUNCHEON

Empress Kept Stiff Upper Lip

By MAUREEN DUFFUS

In spite of being all dressed up for royalty, the Empress Hotel maintained its legendary atmosphere Monday for the state luncheon given by the Province of British Columbia in honor of Princess Margaret.

Even though lounge and dining room were closed to the public, including permanent hotel residents, one essential ingredient of Empress atmosphere was there: William Tickle's orchestra played before and during luncheon, choosing selections from musical comedy said to be among Princess Margaret's favorites.

Luncheon was a formal occasion, with strict protocol observed in guest list and seating arrangements. There were 250 guests.

Highlight of the affair was presentation of a brooch to Princess Margaret on behalf of the people of British Columbia by Premier Bennett.

Made entirely by B.C. craftsmen, the brooch is a replica of the six-petalled dogwood blossom, official emblem of the province.

Raised centre is of yellow diamonds, with petals in white diamonds. Leaves are of emeralds.

"Princess Margaret was pleased as a child with her brooch," said Mrs. G. R. Pearkes, who was seated at the head table.

"She did not stand to receive it, but just smiled her thanks and said 'How lovely.' Again, on the way out, her eyes sparkled and she said again how lovely it was. She seemed very happy."

Before entering the dining room, Princess Margaret received representatives of the church, the judiciary and the diplomatic corps in the lounge. For the presentation she stood before a mass of brilliant flowers banking the entire wall of the lounge, facing the main door.

The Princess walked to the head table, on a raised platform at the west end of the dining room, and took her place at the centre. To her right was Lieutenant-Governor Frank Mackenzie Ross, and at her left Premier W. A. C. Bennett.

Grace was said by the Most Rev. M. M. Johnson, coadjutor archbishop of Vancouver, who included a special blessing for the Royal Family.

Lunch was served by regular hotel staff, with maitre d'hotel Joseph Zanichelli serving the Princess personally throughout the meal.

Menu consisted of smoked B.C. salmon with capers, noisettes of Salt Spring Island lamb with green peas and new potatoes, Saanich strawberries in liqueur with small iced cakes, and coffee in demitasses.

COULDN'T SEE

Toasts to the Queen and to Princess Margaret were made by Premier Bennett.

Most of the guests were unable to see or hear much of what went on at the head table. Only signal indicating when toasts were to be given came when the head table stood, and others at back tables followed suit.

Special china used at the head table was patterned with a crown in the centre and bordered with deep blue and red. Silver service plates were used. Floral centrepiece was a magnificent arrangement of deep pink carnations. Tall bouquets of carnations decorated other tables.

The Princess wore the same dress as she had for morning ceremonies, white chiffon with painted blue cornflowers in modified chemise style.

Shortly after 2 p.m., the orchestra played "The Maple Leaf Forever," and the Princess left the dining room with other head-table guests.

BRIGHT CERISE CAPE worn by the Most Rev. M. M. Johnson, co-adjutor archbishop of Vancouver, added a colorful note at presentation ceremonies before the State luncheon at the Empress Hotel Monday. The Archbishop, who later said grace at the luncheon, was one of approximately 40 representatives of the Church, judiciary and diplomatic corps presented to Her Royal Highness.

TOPICS of The TIMES

Dog obedience demonstration, produce stalls and games will be included in a "Fun 'r" presented by St. Chad's Mission Church tonight at 6 in the Majestic Street Play Park.

* * *

Two Victoria men will serve on a committee appointed this week by the B.C. Cabinet under the Education of Soldiers' Dependent Children Act. Appointed as a three-man commission for one year are J. J. Townsend, Vancouver; A. Palmer, 1638 Hollywood Crescent, Victoria, and C. G. Goater, 1960 Taylor Ave., Victoria. They represent the Canadian Legion, Amputations' Association and the Army, Navy and Air Force Veterans' Association, respectively.

* * *

An order-in-council approved by the B.C. cabinet has granted $1,000 each to the B.C. Teachers' Federation and the B.C. School Trustees' Association. The funds are to defray expenses incurred by mediators appointed by the groups during recent salary disagreements in 24 B.C. school districts.

* * *

Amendments to the traffic bylaw introducing two-hour parking at several downtown locations are being prepared despite the opposition of two city aldermen.

Ald. Arthur Dowell and Ald. M. H. Mooney argued that parking should be limited to one hour in the downtown area but city council overruled them and instructed city solicitor to draw up the change.

A pair of teen-agers were to be summonsed for creating a public mischief after police caught them driving around town with a "bloody" arm projecting from the truck of their car Sunday night.

A woman driver first reported to police she followed the car on Fort, then lost it at Quadra, but not before seeing the grisly arm hanging from the open trunk.

Police stopped the car 15 minutes later at Government and Broughton, found a 16-year-old at the wheel and a 17-year-old companion lying in the trunk smeared with ketchup.

* * *

A band consisting of pipers and drummers from The Canadian Scottish Regiment cadets of Victoria and Seaforth cadets of Vancouver, has been selected as official band for the Royal Canadian Army Cadet National Camp at Banff.

The band now is at Vernon and will leave there July 19 for the three-week cadet camp.

Victoria members of the band are J. A. Brown, F. Fatt, D. N. McDonald, D. S. McPherson and J. G. Skinner.

* * *

Fire chief James Bayliss blames children for a number of grass fires reported recently in the Gorge-Irma district.

The chief said he believes they are being lighted deliberately and that action will be taken to stop the dangerous practice.

TEARS AS PRINCESS ZIPPED PAST

Brownies Won't Get Second Chance

A royal visit press relations official said today no changes will be made in Princess Margaret's schedule to give Brownies, Girl Guides and Rangers a second chance to pay homage to their leader.

Princess Margaret is world chief of the Rangers, the over-16 group in the Girl Guide movement.

Bitter parents kept newspaper phones busy Monday after some 700 Brownies, Guides and Rangers were disappointed by a too-brief glimpse of the Princess when she was driven to the afternoon garden party at Government House grounds.

A representative of the Girl Guide movement here said no official protest would be made because "we have no desire to cause any unpleasantness."

"But we were disappointed. After all, girls are girls and a princess is a princess."

The youngsters stood in Beacon Hill Park under a hot sun for more than two hours to pay their respects to the Princess.

Two of the youngsters fainted in the heat during the long wait. A 66-girl color party wilted under the blazing sunshine waiting patiently to dip their colors in honor of the Princess as she rode to meet the social elite awaiting her at the party.

Excitement gripped the girls as the Princess' motorcade approached.

Moments later, tears ran down scores of little cheeks and bitter disappointment rippled through the ranks.

The Princess' motorcade had zipped past too quickly for anything but the briefest glimpse.

To make it worse, the Princess was in a closed sedan — the first time in her Victoria vis — and was seated on the far side of the car from the Brownies and Girl Guides.

Margaret Amused as Women Shove

During the mob scene that greeted the royal party shortly after it entered Government House grounds Monday afternoon for the garden party, Princess Margaret never ceased to smile.

In fact, there was a gleam of amused interest in her eyes as she looked around at the sea of faces.

Poised and charming, the Princess waited with the Lieutenant-Governor and Mrs. Ross until the crowd which pressed closely around was controlled.

The Princess may have been slightly amused, but others were not.

"I'm a little ashamed of my own sex," said a woman who stood quietly in the background.

"You'd think women would show some consideration, but look at them."

Up ahead was the milling, pushing crowd, predominately women, who refused to form anything in the nature of a pathway for the Princess to walk. Instead they crushed in until only the top of her wide-brimmed hat could be seen.

It took about five minutes to restore order when the lieutenant-governor's aides took over and cleared the way ahead of the Princess as she walked in a circle of the three lawns.

HOSTESS TO PRINCESS

Floral prints in gay summer tones were seen in gowns worn at the Government House garden party Monday afternoon by Mrs. W. C. Woodward, left, and her daughter-in-law, Mrs. Charles Woodward. Widow of a former lieutenant-governor, Mrs. Woodward was hostess to Princess Margaret and her party at "Woodwyn" in West Saanich, last Sunday afternoon.

IS IT AN ILLUSION?

Seeing double? Cameras are usually pretty accurate and according to this photograph Mrs. Robert Bonner is wearing a dress very similar to that worn by the Princess. Both were in floral print dresses with floating panels draped from shoulder to hemline. Princess Margaret's dress was of white chiffon with blue cornflower pattern. Picture was taken as Attorney-General Bonner met the Princess at presentation ceremony in the Legislative Buildings Monday. Premier Bennett looks on as Mrs. Bonner waits her turn.

SHOPPING GUIDE

Fruit Stone Jewelry . . . Hand Made in Okanagan!

By PENNY SAVER

Fruit stone jewelry is all the rage now! It's handmade in British Columbia . . . the Okanagan to be exact. This attractive and certainly different idea in jewelry is the transforming of apple, pear or apricot stones or seeds into elegant earrings and pins. Price of the sets is $1 and up.

German bendy dolls are here! Those wee, almost life-like dolls are every little girl's treasure at $1.98. Do give one to the lass in your house. She'll love the doll's supple movements, painted face and authentic costume . . . you'll see!

★ ★ ★

Visitors—here's a good souvenir of Victoria. It's an English bone china cup and saucer with the B.C. Legislative Buildings hand-painted on the side of the cup and on the saucer. It's a gift to take home for a friend or yourself at $2.50.

★ ★ ★

An old-fashioned idea and a lovely one is the habit of enclosing a sachet of fragrant lavender among your clothes. Now there is a spray sachet mist out that sells at $1.75 a tin.

It produces a delicate spray when the button-on-top-of-the-can is pressed. A little goes a long way!

★ ★ ★

China cigarette boxes with reproductions of Indian totems and carvings are truly British Columbian! They'd be smart in almost any interior decorating scheme . . . especially modernistic! Black cigarette box and match holder with the intriguing imprints of Indian craft upon them are priced at 98 cents and up!

Shopping? Why not give me a call at 2-3131 and I'll tell you where I saw these items.

Of Personal Interest

Here for Wedding

Among out-of-town guests at the Butler-Reid wedding Saturday evening in Centennial United were Mr. C. G. Hamilton, Whitelaw, Alta., Mr. and Mrs. Carl Larson, of Wellington, B.C., Mrs. H. Cooke, Comox, Mr. and Mrs. J. C. Bowen, Beverley and Jim Bowen, Mr. and Mrs. G. Waines and family, Mr. and Mrs. C. Sparks, Mr. Ted Uphill, Miss Margaret Coatta, all of Vancouver; Mr. and Mrs. Coatta and Phillip; Mrs. George Camroux, Mr. T. Myles, Mr. and Mrs. J. Holden, of Edmonton; Mr. and Mrs. H. Taylor and Ken of Whitehorse, Y.T., Mrs. W. H. Lysne, Stoney Plain, Alta., Mr. and Mrs. Don Reid with Ian and Peggy of Wagner, Alta.; Miss Dorothy Reid, Ponoka, Alta.; Miss Jean Reid, Calgary, Mr. and Mrs. David Reid of Oregon; Mrs. L. Morrison, Lynnwood, Wash.; Mrs. M. Christensen, Mrs. N. Oro of Hammond; Mr. and Mrs. C. Dodge, Mr. and Mrs. F. Grover, Mr. and Mrs. T. Morgan, Mrs. R. Guzina and Mrs. P. Matthews, all of Nanaimo.

Butler-Reid Vows Said In Centennial United

Centennial United Church was setting for a double-ring ceremony Saturday evening when Colleen Muriel, daughter of Mr. and Mrs. George D. Reid of Cadboro Bay Road became the bride of Ronald Charles Butler, son of Mr. and Mrs. John M. Butler of Vancouver.

Rev. A. Calder conducted the ceremony.

Traditional wedding music was played by Mrs. M. Wilmshurst and during signing of the register, J. A. White, sang the "Bridal Prayer."

Wearing a floor-length gown of bridal satin en train the bride entered the church on her father's arm. The fitted bodice was fashioned with lily-point sleeves and the square cut neckline was embroidered with lace flowers and sequins. Her semi-cap held a chapel-length veil which was trimmed with lace appliques. She carried a bouquet of red roses and white baby gladioli.

Champagne-toned dresses were worn by attendants, Miss Andrea Reid, Mrs. J. Friend, Miss Beverley Bowen and Miss Jean Reid. All wore matching bandeaux and carried bouquets of roses, carnations and gladioli.

Best man was Gerald Butler, and ushers were Jack Friend, Ted Uphill and Phillip Coatta.

The Centennial United Church hall was setting of a reception. A three-tier cake centred the bridal table, surrounded by bowls of white and peach gladioli.

Jack Bowen, the bride's uncle, proposed the toast.

For a wedding trip to the Okanagan, the bride wore a figured golden beige sheath style dress of shantung silk. She topped the attractive ensemble with a bone beige duster coat. Her accessories were in orange and beige and her corsage was of yellow roses and blue cornflowers.

The couple plan to make their home in Surrey, B.C.

LOUISE DAVIS

On Etiquette

Announcing widow's engagement.

Louise Davis

I am a 35-year-old childless widow, planning to marry a 39-year-old bachelor. Would it be all right for me to submit my engagement announcement and picture to the newspapers and, if so, how should it be worded? How should I use my name for the marriage announcements, would it be all right to submit that and the bridal picture to the papers, too? We will be married at church in the afternoon. What should my fiance and I wear?

Louise Davis answers:

This will be your second engagement and marriage, and, for that reason, I advise you to be conservative by not submitting anything to a newspaper. It might be construed that you are a publicity seeker and you don't want that kind of criticism, even though unwarranted. I am sure that your friends will learn the news soon enough without the help of newspapers. Should you decide to do it anyway, submit the information to the paper and let the editor handle the wording. For the marriage, it would be all right to submit the announcement to the paper, but I advise you to forget about wanting your picture published. Although your name is the same as your late husband's (Mrs. George Baker), it would be permissible in this case to use Mrs. Marie Scott Baker. However, Mrs. George is more correct. A suit or simple afternoon dress with a hat would be appropriate for you to wear. I suggest a conservative business suit for your fiance.

24 Hours a Week Before TV Sets

OTTAWA (UPI)—Canadians on the average watch 24 hours of television a week.

More than 3,000,000 homes—taking in about 71 per cent of the population—have television sets, the report stated. An estimated 10,500,000 Canadians watched some television every night.

The average cost per family for television was four cents per day, the CBC report said.

It added that its 46 stations now bring 82 per cent of the population within the reach of good reception.

Colorful Flowers

The begonia, grown mostly in Belgium, is named after the French botanist Michel Begon.

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